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SEPTEMBER · 1945

Published by the CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



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Rail Battalions to Remain in Reserve

All of the railway operating and shop battalions sponsored by American railroads, which have played such an important role throughout the war, will not be disbanded but will be continued in an inactive reserve status as part of the postwar military establishment, according to an announcement recently made by the War Department.

"It will be the policy to preserve affiliated and sponsored units for possible use in the postwar army," the announcement stated. "Continued sponsoring of units by business firms and institutions during the postwar period will not only preserve interest in national security, but will also speed the reactivation of units whenever necessary. Moreover, the historical continuity of these units will be assured if they are inactivated rather than disbanded. This should materially enhance the pride of the sponsoring organization in its unit. Affiliated units will become a part of the reserves."

The Milwaukee Road has sponsored the 744th Railway Operating Battalion and the 757th Railway Shop Battalion in this war, both of which are now serving in Europe. These organizations will be affected by the War Department's decision.

Peace Presented Problems in Montevideo

V-J Day posed some sizeable problems in Montevideo, Minn. With President Truman's announcement of Japanese acceptance of the peace terms, all restaurants promptly closed their doors. An edict from the mayor's office kept them closed, despite Assistant Superintendent J. W. Wolf's plea that one restaurant remain open to feed the Milwaukee Road men.

With something that looked like starvation staring the men in the face, Mr. Wolf and Traveling Engineer, Pearson organized a food foraging party and raided the larder of a nearby extra gang. By 10 p.m. an impromptu emergency kitchen was set up in the Milwaukee Road Women's Club rooms and Policeman James E. Madden of the Milwaukee Road force took on the first shift as chef.

The menu throughout the first night consisted of fried eggs, fried potatoes, baked beans, breakfast food, fresh milk and lots of hot coffee. By next morning, fresh vegetables, roast beef and spring fried chicken graced the menu.

All trainmen, enginemen and various operating department men unable to get meals elsewhere were fed free of charge from 10 p.m. that memorable Tuesday night until the restaurants resumed operation at 5 o'clock Thursday morning. More than 300 meals were served.

Among the employes who functioned over the griddle during the 31-hour interim were Conductor C. O. Christie, Conductor Dan Ryan, and Brakeman D. R. McReynolds. Mrs. J. E. Madden and daughters Patricia and Suzanne served hot meals Wednesday afternoon and evening.

The war's end was wonderful news, but at Montevideo and everywhere else on the railroad battle line, the stuff had to be kept rolling.

The Milwaukee Magazine

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1945

Vol. XXXIII
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**CHICAGO
MILWAUKEE
ST. PAUL
AND
PACIFIC**

Marc Green A. G. Dupuis
Editor *Manager*

PUBLIC RELATIONS DEPARTMENT
UNION STATION—CHICAGO

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Milwaukee Road Publishes New Travel Book for G.I.s

A travel book inspired by the remarks of overseas soldiers and designed for the millions of their comrades in all branches of the service was recently published by the Milwaukee Road. "Postwar Veterans' Victory Vacations" is its name. It contains 72 pages, 94 pictures, 3 maps and 38 cartoons dealing with the pleasure of travel and recreation in the national parks and forests, the cities, the ranches and the fishing and hunting spots located in midwestern and northwestern states.

Although the passenger department of the road will be happy to send a copy to anyone who requests it, the book was designed primarily for the men in the armed forces, particularly those who are overseas and hungry for a look at their native land.

Colonel Hotchkiss Plants Idea

Here's how the book came into being:

On Mar. 4 of this year, Lt. Col. W. J. Hotchkiss, former superintendent on the H&D Division, and now commander of the Milwaukee Road's own 744th Railway Operating Battalion in France, wrote as follows to F. N. Hicks, passenger traffic manager, Chicago:

"Dear Fred:

"The other day, on a train en route from Paris to Calais, I was standing in the corridor when we hit a curve and I was catapulted into a compartment, landing in a G.I.'s lap.



From "Postwar Veterans' Victory Vacations."

"'Sorry,' I said.

"'Can't be helped, sir!' he replied. 'After all, this isn't the Hiawatha.'

"This was a green light for me. The 'board' was up and the 'bars' were down. Four of us—two officers and two G.I.'s—started out 'riding on' America's famous trains and ended up with a highlight tour of cities, national parks and fishing spots. It dawned on us, all of a sudden, what a strong yen we had to hit the trail in the good old U.S.A.—de-uniformed and unregimented.

"This chance meeting between four Americans on a slow train through France set me thinking. Here's my conclusion for what it's worth: Most of us in foreign service have pent up in our systems a nostalgic urge to re-see God's country after being discharged. Some of us will take the 'little woman'; others will go with the family or friends or will solo.

"If there is anything to this, some-



From "Postwar Veterans' Victory Vacations."

thing on postwar travel at home would be of interest to many men and women in uniform. The fun and benefits of re-seeing America is just the kind of a pick-me-up we all need."

That lead, together with similar suggestions which came from other men in service, were all the encouragement Mr. Hicks needed. The book was made ready as quickly as the material could be assembled and printed.

Service men who want a copy of "Postwar Veterans' Victory Vacations" may have it by addressing F. N. Hicks, Passenger Traffic Manager, The Milwaukee Road, 725 Union Station, Chicago 6, Ill., U.S.A. If it is to be sent to a military address, our passenger department would also like to have the home address of the recipient.

When caution becomes a habit, there will be but few accidents.—A. H. Olson, Roadmaster, Horicon, Wis.

Take it from me, I can truly advise: Wearing goggles saves your eyes.—Vernon Harper, Trackman, Horicon, Wis.

Old Man Accident will take a beating if every crew holds a daily safety meeting.—Charles Koehn, Section Foreman, Fond du Lac, Wis.

What Do You Know About Your Railroad?

This will inform you, in case you didn't already know it, that as an employe of the Milwaukee Road you are, in a sense, custodian of exactly \$21,047 of investment, 1,500 feet of main track, and 17½ cars and locomotives.

It's a fact. Matter of fact, it's one of a number of surprising and enlightening facts to be found in a newly-published booklet called "1944 Facts for the Men and Women of The Milwaukee Road". It went to press just before the war with Japan ended and has now been distributed throughout the railroad as a part of the Milwaukee Road employe-public relations program.

Here's another fact: Everyone knows from experience that interest in the job he is doing is heightened by a broader knowledge of the nature of his company and what it is doing, which pretty well explains the purpose of this particular booklet; that and the fact that the railroad company feels that every man and women in its employ *should* know and *deserves* to know more about his railroad than the tiny part of it visible across the end of his nose.

There is a copy of "1944 Facts" for you. If you have not received it, ask your supervisor for one.

"Hiawatha" and "400" Race in Milwaukee

A hand car race between the Milwaukee Road's "Hiawatha" and the North Western's "400" was run down Wisconsin Avenue in Milwaukee on July 28 in connection with the Western Railway Manpower Project.

Before a crowd of about 55,000 people who lined the nine-block course, the four-men crews sent their hand cars speeding down the street car tracks while the rival cheering sections urged their champions on to victory. It was a notable occasion. The starting gun was fired by Milton McGuire, president of the council, and Col. W. Lutz Krigbaum of the Sixth Service Command acted as official timekeeper. The judges were Maj. Stanley Michaelson of the Milwaukee ordnance office; Frank Greusel, district manager of the War Production Board; and Russell Lynch, district manager of the Office of Defense Transportation.

The Milwaukee Road team was composed of Francis McLarnon, roadmaster; Earl Armstrong, assistant roadmaster; Harvey Kolaske, section laborer; and S/Sgt. Carroll Varner, on furlough from the army to help the railroad through the manpower crisis.

We lost, but our team claimed a moral victory. It seems that the North Western team hauled its vehicle into the shops the night before, took the wheels off and filed

the flanges. The "Hiawatha" crew filed a complaint. However, regardless of who was victor, the stunt attracted a great deal of attention and accomplished its purpose.

A large army sound truck followed in the wake of the hand cars, broadcasting the appeal: "Spike the Jap—Get a Railroad Job Now." The Milwaukee Hiawatha Service Club Band was on hand, adding an appropriate patriotic touch to the show.

Colonel King Receives Bronze Star Medal

Col. Fay L. King, assistant general manager in the equipment department of the 2nd Military Railway Service, and former La-Crosse and River Division master mechanic, was recently awarded the Bronze Star Medal. The presentation was made in Gen. Clarence L. Burpee's headquarters in Belgium.

The decoration was in recognition of meritorious service performed in connection with the installation of special equipment in LST's for ferrying railway equipment to the continent from England and for his supervision and planning of repairs to shops and roundhouses in Cherbourg. His reconnaissance of newly-captured territory in the drive across France, and subsequent accurate estimates of available equipment were

also listed among the valuable military services he performed.

Colonel King served in the first World War with the 342nd Infantry as a sergeant, and his present service dates from February, 1943, when he was commissioned a lieutenant colonel. He was promoted to the rank of full colonel in November, 1944. Before his assignment to the 2nd Military Railway Service, he was commanding officer of the 757th Railway Shop Battalion.



Brig. Gen. Clarence L. Burpee, commanding general of the 2nd Military Railway Service, presents the Bronze Star Medal to Col. Fay L. King.

Four Men Commended for Averting Accident

Four Chicago Terminals employees have been commended by Superintendent E. G. Kiesele for their "outstanding and very meritorious service" in connection with the alertness they displayed in averting an accident when a water tower near the Galewood transfer in Chicago collapsed on Aug. 17 and scattered debris over main tracks Nos. 1 and 2. The men cited are William Rieger, yardmaster; Leon Paradise, leadman; Henry Legatzke and William Cunneen, switchtenders; all four men have been in service 25 years or more.

When the 30,000 gallon tank collapsed, Mr. Legatzke, on duty at the east end of Galewood yard, saw it fall and not only took prompt action which stopped a westward transfer movement on No. 1 main, but also threw a switch which automatically set a danger signal against No. 108 which was running late into Chicago. Meanwhile, William Rieger, on duty at the water tower as yardmaster, notified Switchtender Cunneen, on duty at the top of Galewood hill, to stop 108. In addition to these safeguards, Mr. Paradise immediately started running westward to flag 108 as far from the water tank as possible.

The train was stopped in time and the same four men immediately arranged for its movement around the debris-strew tracks, with the result that it was held up only 10 minutes.



Milton McGuire, president of the Milwaukee city council, prepares to fire the starting gun for the hand car race.

THE DAY OF TWO NOONS

By **CARLTON J. CORLISS**

Manager, Public Section, Association
of American Railroads

THE American railroads function so smoothly and so efficiently month after month and year after year that most of us accept good railway service as we do the rising and setting of the sun and the procession of the seasons. It is only when something happens temporarily to interrupt railway service at some point that we are brought to realize what a vital part railway transportation plays in our lives.

At the very foundation of efficient railway service is the time schedule by which every movement of every train is ordered and regulated. It would be almost impossible to overstate the importance of exact time schedules in railway operations. Every train must move and meet and pass and arrive and depart in accordance with the dispatcher's orders or a definite schedule.

Time is indeed the essence of all things, and nowhere is this truer than in railway operations.

The phenomenon of "the day of two noons" occurred on Sunday, Nov. 18, 1883. It was the day on which Standard Time, sponsored by the railroads, was adopted throughout the United States and in many parts of Canada.

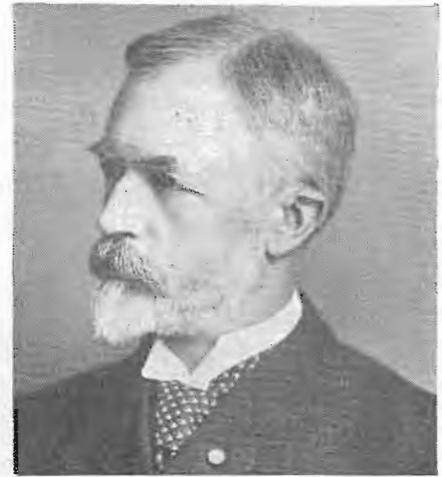
It is safe to say that Standard Time has had a more far-reaching influence upon the habits of the human race than any other time-reckoning reform in all history. The adoption of Standard Time also marked a great forward step in the unification, simplification and efficiency of railway operations.

In order to appreciate the significance of Standard Time, we must understand the conditions which existed prior to Nov. 18, 1883. Then the only time that existed in this country was local time, or "solar time," which was based upon the passage of the sun across the meridian, and which varied in the latitude of Chicago approximately one minute for every 13 miles, or one second for every 1,140 feet of longitude.

Time Would Depend on Where You Were

If a person standing at the end of the Municipal Pier and another person standing at the Chicago Union Station on Canal Street, each had his watch adjusted to exact local, or sun time, the second hands of these two watches would differ by about 10 seconds. Sun time at the eastern and western extremes of Chicago differs by about 67 seconds. It differs about 5 seconds at the two ends of Brooklyn Bridge. From the Capitol Dome in Washington to the Lincoln Memorial there is a difference of 7 seconds.

Of course, such a thing as true local or sun time was never observed at all points in the country. This would have led to unending confusion, because the longitudinal variation is constant. Moreover, owing to the eccentricity of the earth's orbit, there is a seasonal variation of several minutes, so that exact sun time at a given point on the earth's surface in January will not correspond to exact sun time at the same location in April or August or November.



William F. Allen, who originated and helped put into effect the system of four standard time zones in the United States. He is frequently referred to as the "father of Standard Time." His son, John S. Allen, is vice president and secretary of the National Railway Publication Company, publishers of "The Official Guide of the Railways."

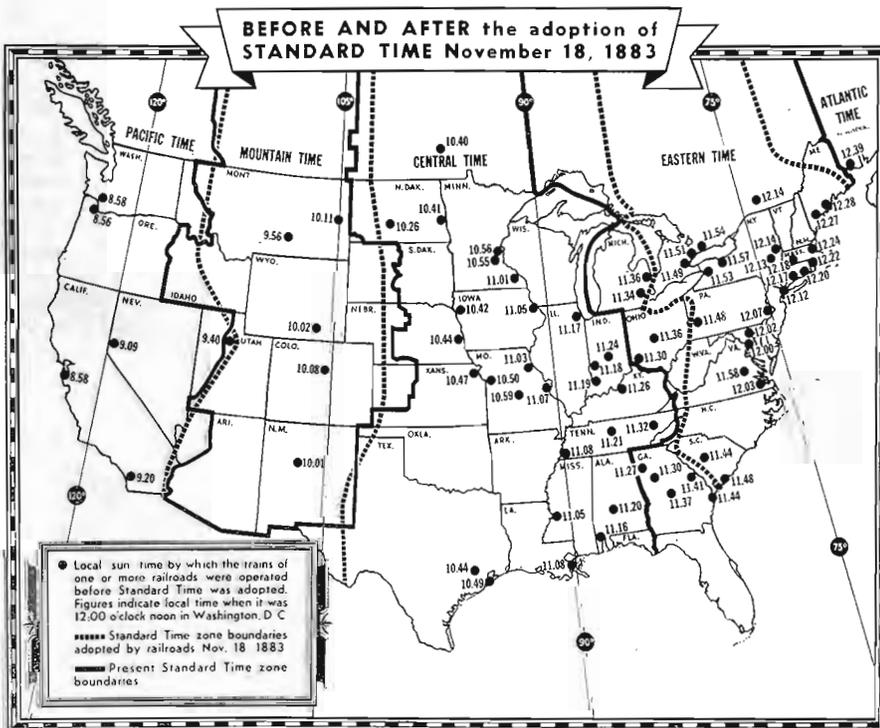
But each of numerous cities or towns adopted a time standard which was based upon mean local sun time at the city hall or some other designated location. Many another city or town adopted the time standard of one of its railroads or of the principal city in its area. Each railroad adopted the time standard of its home city or of some other important city on its lines.

For instance, the Pennsylvania Railroad in the east used Philadelphia time, which was 5 minutes slower than New York time and 5 minutes faster than Baltimore time. The Baltimore & Ohio used Baltimore time for trains running out of Baltimore, Columbus time for trains in Ohio, Vincennes time for trains running west of Cincinnati, and it scheduled some of its trains under New York time, Philadelphia time and Chicago time. The Michigan Central Railroad operated its trains on Detroit time. In the Chicago district, the New York Central (then the Lake Shore) and the Pennsylvania (then the Panhandle) used Columbus time, which was 6 minutes faster than Cincinnati time and 19 minutes faster than Chicago time. Generally speaking, the railroads running westward from St. Louis used St. Louis time.

There is no telling how many different local times there were in the entire country prior to the adoption of Standard Time, but there were at least 68 different times used by the railroads, and according to one authority there were, a few years prior to 1883, something like 100 different times in use by the railroads of this country.

In Kansas City each of the leading jewelers furnished his own "standard time," and no two of these standards agreed. Sometimes the range was as much as 20 minutes. Each jeweler had his own customers who set their watches by his regulator and were willing to wager on the correctness of his time. According to one account, "the people of Kansas City never did have accurate information on the arrival and departure of trains, except such as was gained by going to the edge of the hill and looking down on the railway station." The situation became so notorious that a professor from Washington University in St. Louis was

(Continued on page 23)





Home for 30 Days

THE ARMY AND THE MILWAUKEE ROAD DO A RUSHING REDEPLOYMENT BUSINESS

AN army reception station, with its paymaster and that long-awaited railroad ticket to the old home town, must look pretty good to a veteran returning from overseas.

Even before the end of the struggle with Japan, when the 30-day furlough could be regarded as little more than a breather between wars, the men who were "processed" at reception stations operating under the redeployment program were in high spirits. Now, of course, they are happier than ever. For the Milwaukee Road and the other railroads serving these camps, it is a pleasure to be part of something which means so much to the homecoming men.

There are 22 reception stations in the United States, the ones at Camp Grant, near Rockford, Ill., and at Camp McCoy, near Sparta, Wis., being the only two in Milwaukee Road territory at the present time. This story tells briefly in words and pictures of the working of the highly efficient reception machine at Camp Grant.

Grant to Receive 252,000 Men

Although the redeployment of individual soldiers had been going on for several months prior to the end of the war in Europe, the redeployment of entire units did not get under way until after V-E Day. At Camp Grant, full-scale operation began on July 12 and it has been a busy place ever since.

It was estimated early in the summer that there would be a total of about 2,800,000 soldiers returning to the United States during the following 10 months, only 10 per cent of whom would be "separated from the service", as the process of discharge has been termed in this war. Of the remainder, Camp Grant was to receive under the redeployment program approximately 252,000 at the rate of 25,000 a month on the average.

Just how these figures will be affected by the sudden capitulation of the Japanese is anyone's guess. Meanwhile, the redeployment machinery continues to roll; men are returning from Europe, taking their furloughs and reporting back at the reception stations for transfer to the assembly areas, there to await the Big Decision regarding where, whether and for how long they will continue to wear the uniform of the Army of the United States.

Men Arrive in Troop Trains

Camp Grant is currently receiving only entire units consisting of men from Illinois and Michigan. These units arrive in troop trains which come directly from the eastern port areas to Chicago where they are switched to the Milwaukee Road, the Burlington, the Illinois Central or the North Western for the run of about two hours to Camp Grant. Since the Milwaukee Road and the Burlington are the only railroads serving the camp proper, troop trains arriving on the North Western and Illinois Central have to be switched again at Rockford.

The overhead personnel of the entire camp consists of 1800

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The Pictures

The pictures on these two pages depict some of the highlights in the soldiers' tour through the receiving station at Camp Grant. The story begins at the left and proceeds counter-clockwise around the two pages:

- As the camp band plays, the troops detrain and head for the receiving building.
- In the receiving building the new arrivals refresh themselves at the snack bar.
- When meal time rolls around, there's good food and plenty of it.
- "Hello, Mom! It's me." The camp's special telephone center is a busy place.
- Returnees receive clothing in order that they may go home in spic and span uniform.
- It's always nice to be paid just before leaving on furlough.
- Leo J. Buckley (left), joint agent for the Milwaukee and Burlington of Camp Grant, and A. C. Morrissey, trainmaster at the camp, check a schedule as veterans line up to buy furlough tickets.
- The railroad tickets that spell home.
- Furlough-bound veterans wave from train leaving the camp.
- Home for 30 days!

officers, enlisted men and women and a few civilians. Working in shifts, they keep the machinery going 24 hours a day. A great deal of the service record checking is done during the night in order that no man shall be detained more than 24 hours.

Upon arrival at the camp station, the veterans step off the train into a receiving building where hot coffee, milk and doughnuts can be had without charge. After a short orientation talk by an officer who describes the processing procedure, and a greeting from a chaplain, the men are taken to nearby barracks where they are quartered overnight, if necessary.

Clothes, Cash, Cigarettes Go Over the Counter

Since the clothes the men bring with them from overseas are apt to be the worse for wear, their attire is checked and replacements are made where needed; it is all in the interest of sending the soldier home as well dressed as possible. Furthermore, he receives all ribbons and decorations due him and not previously issued.

While this is going on, the soldier's records are being checked so that he can later step up and receive the pay due him up to that time, plus a ration allowance for his trip home and back. If they care to (and most of them do), they can buy their round trip tickets for home at the camp transportation office. Both the Milwaukee Road and the Burlington operate a train daily each way between Camp Grant and Chicago for the convenience of service men leaving on furlough and those returning to camp.

Each man is given a shoe certificate so that he can kick off his combat boots and slip into a pair of civilian shoes while home, if he cares to. He is also issued a cigarette ration card good for smokes at the reception station's post exchange; he can draw cigarettes in advance for the time he is to be home. As each man is authorized to buy six packs a week, he could normally draw 24 packs for the 30 days he is to be on furlough.

He's Paid Again!

When the soldier returns to camp following his furlough, he is paid to the end of the previous month, receiving in addition 66 cents a day for the time he was on furlough, and 3 cents a mile reimbursement for his transportation home and back. Since he bought the ticket at the special rate of 1¼ cents a mile which applies to all men in uniform, he realizes

(Continued on page 20)





Joe Cain (extreme right), district passenger agent, Spokane, who arranged the tour, is shown at Coulee Dam with the Chinese engineers. Maj. S. E. Hutton, information director at the dam, stands in the middle; at his left is Joe Cain, Jr.

Chinese Engineers Visit Coulee Dam as Guests of Milwaukee Road

"Go west, young man, go west," Horace Greeley's advice to young Americans, will be repeated to the young men of China at the end of the war, according to E. S. Mao, spokesman for a party of 11 Chinese railroad executives on a tour of America, who were guests of the Milwaukee Road in Spokane on Aug. 13, with J. G. Cain, district passenger agent, as their host.

"The western section of the United States is very similar to China," said Mr. Mao. "Here you have rolling prairies, steep mountains and rivers to cross, as in China. The railroad picture in this part of your country is more like our own than any other we have visited and we began our tour from Washington, D. C., on May 1."

Before the war, China had 13,000 miles of railroads, about one-fifth that of the United States, but about 90 per cent of this mileage was lost to the invading Japanese. "After victory over the Japanese," Mr. Mao said, "we plan to rebuild all of these railroads and an additional 20,000 miles within the first 10 years. China is rebuilding railroads retaken from the Japanese to American standards and will depend on America for much of its rolling stock. During the war, vast deposits of iron have been discovered. New coal fields and deposits of metallic ores have been located. Just as the railroads pioneered in the settlement and development of your own western country, so will the railroads of China open up new areas for settlement and development in western China. The power project planned at the mouth of the Yantze Gorge will be even larger than your own Coulee Dam, which we think is a wonderful job of engineering."

The trip from Spokane to Coulee Dam was arranged and piloted by Mr. Cain. At Coulee Dam the Chinese engineers were guests of Maj. S. E. Hutton, information director. Some members of the party were happy at seeing him, having been his students at the University of Communications in Shanghai in 1908 and 1909. In addition to showing the visitors the great electrical power plant,

Major Hutton explained plans of the reclamation bureau for irrigation of the Columbia Basin which, he said, would become the world's largest irrigation project.

After spending several days on the Coast, the delegation will return to Washington, D. C., for conference with heads of the Association of American Railroads and the Interstate Commerce Commission, according to Mr. Mao.

Besides Mr. Mao, superintendent of Liukiang Locomotive and Car Works, the party included En-Tao Shea, traffic manager

of Hunan Kwangai Railway; C. S. Liu, chief of transportation division, ministry of communications; Penrie Yang, traffic manager of Lunghai Railway; Ying-Ping Wang, director in Burma of the Yunnan-Burman Railway; Hai-Ping Chang, vice director and chief engineer, Yunnan-Burman Railway; Tsch-Chuan Kew, chief mechanical engineer, Hunan-Kwangsi Railway; Fatuan Li, director of stores and purchases, Canton-Hankow, Hunan-Kwangsi and Kwangsi-Kweiyang Railways; Mao-Hsun Kee, chief engineer, department of bridges, Canton-Hankow Railway; C. C. Wang, assistant engineer in chief, Kikiang Railway; and M. L. Loh, mechanical engineer, Chi-Szeyien Locomotive Works, ministry of railways.

Most of these men are graduates of American universities with advanced degrees.

Supreme Court Justice by Day — Freight Clerk at Night

When the Washington State Supreme Court reconvened early in September, the local freight office at Tacoma was left one

clerk short. William J. Millard, a justice of that court, had been working as a freight clerk on the graveyard shift since May 1,

although the fact wasn't generally known until the news leaked out and the *Tacoma Times* carried a story about it on July 31.

Despite the fact that his home is in Olympia, Wash., Justice Millard applied for the job in Tacoma and has been commuting since; his reason was simply that he wanted to do his best to bring the war to an end and it seemed to him that he could do the most good by working for a railroad.

He would have just as soon kept it quiet that he took the job, not being a publicity seeker; in fact, when



Justice Millard, busy at his job as freight clerk.

Perfect Shipping

This letter regarding loss prevention won a \$25 War Bond for H. J. Swank, file clerk in the office of superintendent at Austin, Minn.:

THE subject of loss prevention is not new. To prove that I have only to recall one of my first duties after going to work for the Milwaukee Road back in 1929 when I was assigned to take the minutes of a meeting held in what was then known as the old Maurek Hall. In my amateur shorthand I tried to keep up with the employes present who were rattling off suggestions on Safety First and claim prevention. After 16 years of diligent work on the part of the men who know what causes loss and damage to freight, in trying to educate the employes in how to handle it, I am still convinced that if all concerned will heed the three suggestions with regard to handling of merchandise, much of the dissatisfaction of our patrons, to say nothing of the tremendous amount of money which is the same as thrown out the window, can be eliminated.

Loss prevention is a good deal like in-

he applied, he pledged those who knew him to secrecy. They kept faith with him, but a supreme court justice working in a freight yard at night in all kinds of weather made too good a story to be kept hidden indefinitely.

Hired by Grummel

"Yes, I hired him," Agent Ray Grummel said when queried shortly before Millard left our service. "He came in under his own steam and asked for the job and I was glad to have him.

"I've been in railroading and active in sports here for the last 35 years and I think I know men. Millard is one of the swellest guys you ever met—and a good man for the job.

"There hasn't been much rain since he went on the job, but if there was he'd have to be out in it. I've had as many as three men quit that job in a week because they'd get blisters on their feet, but I've never heard of Millard complaining. He's been regular and except for laying off a day or two recently because his eyes bothered him, he hasn't missed a day.

"The Milwaukee Road is handling a terrific volume of lend-lease and war materials now and it's tough to get good men. We're doing a big job in Tacoma and thousands of cars of merchandise and equipment are being shipped through our ocean docks here. There are hundreds of cars being switched through the yards every night, and 15 to 20 switch engines pulling and backing down there; and that's where you'll find Bill Millard.

Plenty to Do

"His job", Grummel continued, "is to check cars in the trains as they come in, check the transfers as they go out, check the refrigerated cars for ice, and that may often enough mean climbing up on top; he goes to the scales and weighs the cars, and so on. It takes a lot of walking and a lot of headwork, and Millard's doing a swell job. He's a fine gentleman."



H. J. Swank

surance. To prevent fires, you must first eliminate the hazards. To prevent accidents you must practice caution. To ward off serious illness you take note of a bad cold or small injury to prevent its becoming serious. And so, in the case of loss prevention, if three simple little precautions are taken, a lot of dissatisfaction and cost of loss and damage can be avoided. What are these three simple precautions?

- Proper Packing
- Safe Stowing
- Careful Handling

If the shipper does not properly prepare his merchandise for shipping, loss and damage *might* result. If he properly packs his shipment, and it is improperly stowed in a car, loss and damage *may* result. If, after the first two requirements are met, we fail to handle carefully, you may be sure that loss and damage *will* result.

With a good share of the new materials doing a job for us on the war front, let's do the best we know how on the home front with shipments coming to us in second-hand containers, and if we stow them safely and handle them carefully we can then feel assured that we have done our bit.



A. M. Kilian, chief train dispatcher at Madison, Wis., pictured here with Mrs. Kilian, won \$10 in War Stamps with the following loss prevention suggestion:

"Daily conscientious handling by all employes of all L.C.L. carload shipments initially, intermediately, and finally, can and will prevent loss and damage."

B. G. Pobloske, assistant agent at Galewood station, Chicago, won \$10 in War Stamps with the following loss prevention suggestion:

THE handling of machinery is quite expensive and unless handled carefully and properly loaded, one single claim can amount to several thousand dollars.

In handling, the checker should see that he has proper billing covering, and check the name, address and destination to see that it correspondent with the billing furnished. Next, check the weight; if in doubt, have machine weighed and note correct weight. Check condition of machine. Is it properly skidded and crated to protect all projecting parts?

Check whether new or used, second hand machinery or shop worn. This is a very important point, as many machines are billed out as new machines when they are actually



B. G. Pobloske

second hand; if so, exceptions must be noted on billing.

Next have proper equipment for handling over the platform.

If article is top heavy, have sufficient men to hold in place and prevent tipping.

When placing in car, see that machine is properly balanced and if extra heavy, load over king bolt so as to equalize weight over trucks.

When placed, see that a good job of blocking and bracing is done according to A.R.A. rules. If this is all done properly according to existing rules, you can be sure that the machine will move to destination in good order.

(Continued on page 19)

Reward of the Safe Way is the full-time pay day.—E. C. Updike, Agent, Horicon, Wis.

Expert—An ordinary guy, a long way from home.

Psychologist—A scholar who expresses something everybody knows in terms no one can understand.

Highbrow—A person educated beyond his intelligence.

Bore—A person who insists on talking about himself when you want to be talking about yourself.

Specialist—One who knows more and more about less and less.



FRONT AND CENTER



Frances A. Bacon, storekeeper, 2/c, daughter of R. I. Bacon, agent at Ashton, S. D., is stationed at the naval air station, Alameda, Calif.



Earl D. Stuart, M. L.2/c, former foundry employe in the shops at Milwaukee, spent 13 months in European waters and has now been in the Pacific area for more than a year. He is a brother of Ray Stuart, Milwaukee Magazine correspondent, who works in the foundry. The picture was taken on a recent leave, during which he was married.



Clifford C. Fisher, seaman 1/c, formerly employed as a switchman in the Twin City Terminals, is serving at an advanced coast guard base in the Pacific area, where he is awaiting reassignment. He has served aboard an invasion transport, a frigate and a troopship, all manned by coast guardsmen, in the Pacific.



Sheldon P. Sartwell



Ernest M. Sartwell

Paul E. Sartwell, employed in the track department at Minneapolis, has two sons in the army. Cpl. Sheldon P. Sartwell, who also was formerly employed in the track department at that point, is a member of the military police force at La Senia Air Base, Oran, Algeria. Pfc. Ernest M. Sartwell is with a military police battalion in the Military Railway Service, located somewhere in France. He has been overseas 25 months.



Lt. A. W. Kolar, who was employed in the engineering department at Miles City, Mont., before entering the navy, has seen 28 months of service with the Seabees on New Caledonia in the Admiralty Islands, and on Okinawa. On July 25 he reported to Great Lakes Naval Training Station for reassignment.



Pvt. Theodore S. Braden of the marines, former signalman at Milwaukee, is serving somewhere overseas.



Pfc. Rudy Saliger, son of Rudolph Saliger of the car department at Mason City, Ia., is stationed in Okinawa.



Pvt. Frank J. Brea, former store department garage employe in Milwaukee, has served in both France and Germany and expects to return to the States soon.



Cpl. Howard A. Payne, son of Alvin H. Payne, employed in the office of auditor of station accounts and overcharge claims, has been in the army since October, 1942, and has seen action in France and Germany. He is now located in Nice, France, with the 360th Combat Engineers. He is the holder of two battle stars and a Meritorious Service Ribbon.



Kenneth L. Speulda

Engineer H. L. Speulda of Sioux City, Ia., has four sons in the navy. Kenneth L. Speulda, chief gunner's mate, has been in the navy 15 years but is now on limited duty because of injuries received in November, 1942 when the destroyer on which he was serving was sunk while in action off the Solomon Islands. Harold A. Speulda, turret captain 1/c, has been in the navy since September, 1939 and is now serving aboard a light cruiser in the Pacific. He has seen a great deal



Harold A. Speulda



Raymond H. Speulda

of action. Raymond H. Speulda, aviation ordnance man 2/c, has been in the navy since June, 1943. He has been stationed at the air base near Holtville, Calif. for several months but expects to be transferred to sea duty at any time. Ralph E. Speulda, gunner's mate 3/c, has been in naval service about five years and is now on a destroyer somewhere in the Pacific. His ship took part in the invasion of Leyte in the Philippines, as well as the invasion of Okinawa.



Ralph E. Speulda



Pfc. Eugene J. Kolasinski, formerly a switchman in the Milwaukee Terminals, is in Europe with the 744th Railway Operating Battalion.



Herbert A. Lukaszewski, aviation machinist's mate 2/c, son of Boleslaw Lukaszewski, foreman of the builder's section of the store department at Milwaukee, was recently awarded a Gold Star in lieu of a second Air Medal. As a crew member of a navy bomber, he participated in anti-submarine offensive patrols in the Bay of Biscay.



Keith E. Byington



Lois Byington



Robert G. Byington

Pvt. Calvin G. Sass, formerly a section laborer at Red Wing, Minn., is with the Chinese Combat Command, the United States Army organization which, prior to the Japanese surrender, was working in the field with the Chinese Army to increase its effectiveness.

Engineer Walter Byington of Moberg, S. D., has three children in military service. 1st Lt. Keith E. Byington, who had been a prisoner of the Germans since August, 1943, was liberated on Apr. 29, 1945 and reached home on July 3. He was piloting a B-17 bomber when it was shot down on the return trip of a bombing mission over Regensburg, Germany. He reports to Miami, Fla., on Sept. 17. He was a roundhouse clerk at Harlowtown, Mont., for three years before enlisting. Lois Byington is a cadet nurse; she was graduated from Presbyterian School of Nursing in Chicago on Mar. 6. T/Sgt. Robert G. Byington, serving with the Army Intelligence Service, went overseas in April of this year and was severely injured in a jeep accident in Belgium soon after arriving. He is now receiving treatment at Vaughn General Hospital at Hines, Ill.

THE following are excerpts from some of the letters recently addressed to various representatives of the railroad by customers:

A Plaudit for the "Midwest"

On Sunday, July 15, two of our buyers went to Chicago on the Hiawatha and returned on the same train on Friday, the 20th. Upon their return here they were very enthusiastic regarding the fine train and especially appreciative of the fine, courteous treatment they received from the personnel in charge of the train. Both the conductor and the trainman were very solicitous regarding their comfort, their luggage was well taken care of, and both girls were especially pleased with the entire trip.

With traveling conditions as they are today, we felt this kind of service was deserving of a word of praise.

JOE SMITH & COMPANY,
Council Bluffs, Ia.

It's the Minuscule Things That Count

(Written to C. F. Rank, manager mail, express, baggage and milk.)

I am in receipt of your cordial letter of Aug. 8 informing me that you had found my suitcase and requesting further directions for forwarding to me. May I thank you for your consideration and attention.

In these war-torn days, when such an enormous burden is placed upon the railroad systems of the country, it is truly encouraging and rewarding to find that your attention can be turned to a minuscule point like the locating of a civilian's lost luggage, and emerge with your efficiency and continued courtesy.

MISS M. MACERSTADT,
Peninsula Players,
Fish Creek, Wis.

Briefly Quoted

The Kids Say Thanks

Once again we have had the privilege of enjoying a vacation at Camp Wawbeek, Wisconsin Dells, an experience the Milwaukee Road made possible by using a car to transport us to and from Wisconsin Dells. Thank you, Milwaukee Road, your kindness is greatly appreciated and will never be forgotten.

(Signed by 15 boys and girls who vacationed at Wisconsin Dells under the sponsorship of the Wisconsin Association for the Disabled.)

Milwaukee Road Is the Road

It was quite by chance one day this week that my eyes fell upon a booklet entitled "War Jitters." Curiosity more than anything else prompted me to pick it up, but all of a sudden I caught myself absorbing its contents for the third time.

It is inevitable that the sincerity of purpose reflected by the words between the covers shall some day reap a well-deserved reward. A sound public relations plan such as this, pursued at a time when its concepts are so difficult to apply shows courage and sound thinking beyond the measures of ordinary practice.

A few weeks ago I had occasion to ride on the Hiawatha, not because of any particular preference but simply for the reason that it, like other trains, was a means of getting somewhere. Shortly after that trip, a jaunt was taken on another line under practically the same traveling conditions. After this experience, the latest of my traveling ventures, you may be sure that the Milwaukee Road will be *the* road, thanks to

the courteous service and consideration shown by all of the personnel involved.

WILLIAM J. HELLING,
Omaha, Neb.

THESE letters, all of which were written before the end of the war, are selected from those addressed to H. A. Scandrett by Milwaukee Road men in military service upon receiving the road's Christmas gift check of \$10:

Army—China

I just received the Milwaukee Road's check a few days ago. As a former employe, my sincerest appreciation to all concerned. It makes one feel good to be remembered, and I hope it won't be too long before I'll be coming back to work again for the road.

We of the armed forces understand the great need and responsibility of the American railroads today. A job well done, and I am certain that the Milwaukee Road has more than done its share.

PFC. JAMES C. GREEN,
Machinist Helper,
Locomotive Department,
Chicago, Ill.

Army—Iran

This will acknowledge receipt of the very kind and generous \$10 Christmas gift from the Milwaukee Road. Although it arrived late, due to lack of proper military address, it is greatly appreciated.

A remembrance like that makes us service people proud to be members of the Milwaukee Family. It shows that we are not forgotten. It is a good morale booster and, in a way, it makes our contribution to the war apply a little more directly to our former employer.

2ND LT. RONALD A. MCCREE,
Instrumentman,
Engineering Department,
Chicago, Ill.

(Continued on page 20)

Military Addresses Missing

Telegraph and Signals Department

Baker, O. L. Groundman
Cook, Donald G. Sig. Helper

Assistant Shop Superintendent— Milwaukee

Budzien, Eugene. Mach. Helper
Burgarine, J. F. Carman Hlpr.
Burke, Edward T. Carman Hlpr.
Cook, James J. Blacksmith Hlpr.
Ferry, Harold. Blacksmith Hlpr.
Fredrick, Frank. Blacksmith Hlpr.
Greening, Paul C. Carman Helper
Koch, Charles O. Carman Welder
Krumnow, Edward. Blacksmith Hlpr.
Kunicki, Anthony. Blacksmith Hlpr.
Luessow, Elmer L. Carman Helper
McDonald, Robert. Mach. Helper
Nahlk, Frank. Laborer
Olson, Otto H. Carman Hlpr. Appr.
Pearson, George A. Carman Helper
Pluth, Stephen A. Carman Welder
Riehl, Paul. Welder
Russell, George M. Blacksmith Welder
Ryan, William A. Carman Helper
Ryckman, Bernard. Blacksmith Hlpr.
Sankelm, F. R. Mach. Helper

General Car Department Supervisor— Chicago

Kuzmik, Walter J. Coach Cleaner

General Car Department Supervisor— Minneapolis

Brennan, A. E. Cleaner
Evjes, Arthur. Laborer
Groves, R. A. Helper
Hoffarth, N. F. Cutter
Steeg, Milton J. Laborer

General Car Department Supervisor— Tacoma

Breuninger, D. W. Carman Helper
Heldman, R. M. Laborer
Kemple, Ernest. Carman Helper
Lewis, Laurence J. Carman Helper

Assistant to Chief Operating Officer W. L. Ennis

Bowen, Clark B. P. F. I.

Chicago Terminals Division

Amundson, Lawrence. Checker
Antolek, E. Trucker
Apallaro, A. Trucker
Barth, A. F. Track Laborer
Benash, R. Clerk, Div. St.
Bishop, Louis. Utility Clerk
Blue, R. Fireman
Bodeen, T. Stower
Bradshaw, Thomas. Stower
Cannon, Robert U. Fireman
Cheesebro, V. Switchman
Chelin, W. Switchman
Chorba, Edward. Frt. Handler
Cline, H. Switchman
Cmiel, Michael. Checker
Cornelius, C. Trucker
Crimmins, John J. Stower
Dackiw, E. Checker
Deegan, John. Checker
Dorsey, Edward. Caller
Eaton, S. Switchman
Eichorn, Edward. Switchman
Ennis, Richard D. Caller
Ewing, Frank. Stower
Favoro, Valentine. Trucker
Flick, Paul J. Stower
Fortuna, E. Trucker
Galus, F. Caller
Hallowell, C. Switchman
Hanson, Leon. Switchman
Hitchen, Daniel. Checker
Infelise, Albert. Checker
Jahr, A. Switchman
Karafa, E. Trucker
Kay, James G. Fireman
Kehoe, Raymond. Clerk
Kelfstrom, A. R. Fireman
Kirby, J. O. Switchman
Ladre, M. Stower
Lewandowski, Harry. Frt. Handler
Lugan, C. Switchman
McCluskey, Robert. Caller
Mignon, Chester. Checker
Millner, Joseph. Trucker

CHRISTMAS checks for approximately 350 Milwaukee Road men and women who were in military service last Christmas have not been mailed due to the fact that their military mailing addresses have not been obtainable. Anyone who knows the present military address of any service man whose name appears in the following list should submit it in order that the 1944 Christmas check for that person may be mailed to him. Please send all such addresses to

A. G. Dupuis
Assistant Public Relations Officer
Room 356 Union Station Building
Chicago, Illinois

Mueller, F. J. Switchman
Mullen, Mark. Checker
Murphy, Lee. Switchman
Nelson, J. H. Switchman
Oenning, S. Switchman
O'Reilly, Miles. Caller
O'Reilly, Robert. Checker
Osinski, Ray A. Yard Clerk
Pazdziora, Frank. Caller
Peterson, Leroy. Fireman
Phillips, R. B. Switchman
Pieduch, Chester C. Stower
Rogaz, Albert H. Caller
Schlierhorn, E. W. Leverman
Schmude, Raymond. Checker
Selcke, E. Switchman
Skogen, Gunwald. Caller
Styles, V. Switchman
Sugrus, Burt. Checker
Thompson, Wayne D. Stower
Tortorella, Wm. Stower
Tyda, Roman. Trucker
Vance, L. Trucker
Van Zandt, C. Switchman
Webb, Dean. Trucker
Weise, Gregory G. Clerk, Div. St.
White, W. Switchman
Wills, J. C. Caller
Wojnecki, E. J. Clerk, Div. St.
Wooley, T. Checker

Coast Division

Ayres, Cecil. Section Lab.
Cayapus, Carl W. Brakeman
Hagen, Ludwig. Yard Brakeman
Ham, Alan M. Section Lab.
Isley, Dale C. Lineman
Johnson, Lloyd E. Lineman
Knoche, Louis M. Yard Brakeman
McGuire, Robert E. Clerk, Station
Nelson, John M. Yd. Brakeman
Ritchie, L. S. Section Foreman
Siefferman, George. Sec. Lab.
Thompson, Wilbur L. Sec. Lab.
Trout, John W. Section Lab.
Turnbull, Thos. K. Lineman

Dubuque and Illinois Division

Amesquito, Marcial. Sec. Laborer
Coyle, Merlin. Sec. Laborer
Felder, Richard. Sec. Laborer
Grell, Frank. Sec. Laborer
Lauterborn, Milo. Carpenter

Hastings and Dakota Division

Benfit, Anton F. Sec. Laborer
Benson, A. E. Sec. Laborer
Frederick, D. M. Sec. Laborer
Gunderson, John. Sec. Laborer
Herrmann, Edwin. Sec. Laborer
Johnson, Cecil F. Fireman
Knell, Math. Sec. Laborer
Kremp, John F. Sec. Laborer
Lenbert, G. R. Sec. Laborer
Makuska, Landvill. Sec. Laborer
Miller, Chester. CC Clerk
Monk, LeDue T. Sec. Laborer
Nickolas, Clayton. Sec. Laborer
Osterman, Claude. Ice Hse. Lab.
Peterson, Clifford. Sec. Laborer
Schlichenmeir, Ben. Sec. Laborer
Schmidt, H. F. Sec. Laborer
Schwaube, Chas. A. Skyd. Lab.
Seller, Albert. Sec. Laborer
Seller, Theo. Sec. Laborer
Senger, M. J. Sec. Laborer
Smith, Raymond. Sec. Laborer

Taubert, G. R. Sec. Laborer
Thares, Geo. P. Sec. Laborer
Voet, Theo J. B&B Laborer
Wagner, Louis A. Fireman
White Claude I. Sec. Laborer
Wilde, Vernit. Sec. Laborer

Idaho Division

Bitterman, Jake. Sec. Laborer

Iowa Division

Westphal, Don P. Sec. Laborer

Iowa and Dakota Division

Bristol, L. L. Sec. Laborer
Freeze, Harvey. Sec. Laborer
Madsen, L. F. Sec. Laborer
Shanahan, L. F. Fireman
Tischler, Jack W. Sec. Laborer

Iowa and Dakota—Assistant Superintendent, Sioux City

Suffield, J. C. Jr. Trainman

Iowa and Southern Minnesota Division
Shaw, Lyle. Sec. Laborer

Kansas City Division

Barriga, Patricia. Sec. Laborer
Dewell, Howard. Sec. Laborer
Kaiser, Denzil Lloyd. Brakeman
Maude, Frank. Sec. Laborer

La Crosse and River Division

Brenner, F. W. Clerk
Brinkman, C. R. Brakeman
Brunt, J. L. Clerk
Carlson, R. D. Clerk
Carter, J. H. Brakeman
Christensen, H. C. Carpenter
Cotey, M. G. Brakeman
Doyle, J. W. Brakeman
Jensen, W. F. Brakeman
Kasenow, F. J. Helper
Kaus, R. Baggage
Koch, W. T. Baggage
Meyers, J. J. Clerk
Nordness, A. O. Trucker
Reichardt, R. W. Clerk
Schams, B. W. Trucker
Trachte, W. K. Trucker

Madison Division

Mettler, Roy. Switchman

Milwaukee Division

Blazina, E. J. Brakeman
Hoppe, Ervin E. Laborer
Johnson, E. Laborer
Korban, Herman E. Fireman
Limm, Wm. G. Track Laborer
Mickleon, F. C. Laborer
Murphy, James E. Clerk
Packard, L. Laborer
Phillips, Francis. Fireman
Scholl, Clarence. Fireman
Tennis, R. Laborer
Wilkinson, D. Laborer

Milwaukee Terminals

Dellich, Nick. Stower
Duane, T. J. Motorman-Stower
Giguere, John. Switchtender
Groll, George J. Trucker
Mitchell, Dale G. Stower
Nelson, Howard L. Stower
O'Halloran, Wm. J. Switchtender
Sandrin, Joseph E. Trucker
Werginz, Fred T. Trucker

Rocky Mountain Division

Abney, W. E. Sec. Laborer
Balatico, M. Sec. Laborer
Bruno, Howard J. Sec. Laborer
Christensen, G. M. Sec. Laborer
Coulter, A. A. B. & B. Dept.
Crowder, Robert D. Sec. Laborer
Culp, Calos L. Sec. Laborer
Culp, Charles G. Sec. Laborer
Daniels, H. E. Stower
Dorland, J. T. Brakeman
Dumalog, M. Sec. Laborer
Haran, J. J. Sec. Laborer
Helmey, O. L. Stower
Jackson, H. W. Sec. Laborer
Jenkins, Robert L. Caller
Law, H. E. Clerk
Mathae, David. Sec. Laborer
Morrow, C. L. Electrician
Rice, Leonard L. Sec. Laborer
Rois, Paul E. Sec. Laborer
Sperry, Richard W. Sec. Laborer
Stand, Alvin. Sec. Laborer
Walker, E. J. Brakeman

Terre Haute Division

O'Leary, MichaelFireman
Stacey, AlfredFireman

Trans-Missouri Division

Haider, A. R.Sec. Lab.
Hoelner, L. H.Carp. Helper
Metzger, Roland L.Operator

Twin City Terminals

Frank, R. N.Switchman
Johnston, D. H.Switchman
Robb, Marvin A.Carpenter

Engineering Department

Daer, L. E.Spec. Equip. Opr.
Haoner, Lloyd E.Mach. Opr. Bolt Crew
Hopkins, Wm.Spec. Equip. Opr.
Nichols, R. H.Spec. Equip. Opr.
Olsen, R. E.Spec. Equip. Opr.
Petroff, T.Spec. Equip. Opr.
Roberts, J. H.Spec. Equip. Opr.
Wallace, E. D.Spec. Equip. Opr.

Master Mechanic—Chicago

Banet, Viron.....Blmkr. Helper
Barrutia, JulioLaborer
Budzbanowski, E.Mach. Helper
Bush, Fabian.....Mach. Apprentice
Coconate, George.....Mach. Helper
Dick, ArthurLaborer
Dolan, RichardLaborer
Filok, Daniel.....Mach. Helper
Greco, Lionel.....Mach. Helper
Klyalc, Nick.....Blmkr. Helper
Lavallee, Raymond.....Blmkr. Helper
Lembke, Gottlieb.....Laborer
Mazur, ChesterLaborer
McLaren, R.Blmkr. Helper
Pihurski, Edwin.....Mach. Helper
Schenke, GeorgeLaborer
Stansel, RobLaborer
Tucker, WilliamLaborer

Master Mechanic—Mason City

Erickson, ForrestLaborer

Master Mechanic—Spokane

Basham, L. D.Mach. Helper
O'Dell, P. T.Carp. Helper

Master Mechanic—Tacoma

Connett, Sam.....Blmkr. Helper
Entus, A. J.Laborer

Shop Superintendent—Milwaukee

Anderson, Irvin J.Mach. Helper
Conlin, Jos. R.Mach. Helper
Cyrak, Leo J.Boilermaker
Dolan, John A.Mach. Appr.
Ernst, Frank J.Mach. Helper
Hunter, JosephLaborer
Jellison, Carl J.Laborer
Kennedy, John R.Laborer
Olick, VirgilLaborer
Pyka, Rudy J.Laborer
Stoff, Phillip H.Blmkr. Appr.
Weir, John F.Blmkr. Appr.

Shop Superintendent—Minneapolis

Barta, JosephLaborer
Carter, HershelLaborer
Dixon, John D.Laborer
Duren, Albert G.Mach. Helper
Gross, Richard C.Mach. Helper
Hagen, Kenneth E.Blmkr. Hlpr.
Kocisko, John.....Mach. Helper
Pleghaar, Glenn H.Laborer

Sleeping and Dining Car Department

Anderson, L. C.Cook
Beasley, E. Jr.Cook
Biliskov, E.Cook
Bolling, T. H.Waiter
Carothers, R. L.Cook
Clark, E.Cook
Davis, EdgarWaiter
Dixon, S. C.Cook
Fletcher, F. H.Waiter
Freeman, E. T.Waiter
Harding, A. B.Porter
Harland, T. G.Porter
Hill, A.Waiter
Hratz, GeorgeCook
Hubbard, J. E.Porter
Hunte, C.Waiter
Jackson, JohnCook

Jackson, LeoWaiter
Jones, H. R.Cook
Jones, L.Porter
Lavinsky, H.Cook
Lawson, H. F.Waiter
Lawson, JackCook
Lowe, EdwardPorter
Mason, E. R.Steward
McLemore, CharlesCook
Paris, R.Porter
Parker, GeorgeCook
Puckett, HowardCook
Reynolds, Jos. O.Cook
Sanders, J. S.Cook
Shaft, S.Cook
Sission, R.Cook
Vack, C.Cook
Williams, F. L.Waiter
Williams, J. T.Porter
Wills, K. W.Waiter

Assistant General Storekeeper—Chicago

Dunn, Wm. E.Storehelper-Chauffeur
Haynie, W. H.Storehelper
Jensen, A. A.Counterman
Jenssen, W. H.Storehelper
Johnson, Leonard A.Laborer
Klein, EdwardLaborer
Lancaste, TonyStorehelper
Menolaschino, P. D.Laborer

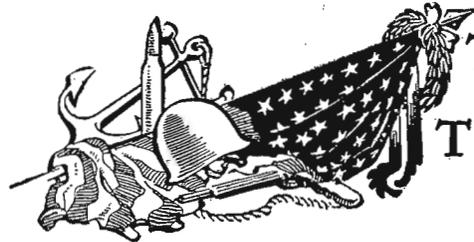
Mueller, W. D.Storehelper
Osborne, Wm. P.Laborer
Ro Frano, Rocco.....Laborer
Sojka, John E.Storehelper
Stack, John W.Laborer

**Assistant General Storekeeper—
Milwaukee**

Anderson, RaymondLaborer
Arboreen, CliffordLaborer
Beiker, ClarenceLaborer
Benz, AllanStorehelper
Brown, W. D.Laborer
Brunner, FrancisLaborer
Connell, EdwardLaborer
Connell, RichardLaborer
Fischer, E. C.Laborer
Gothe, EugeneClerk
Hansen, L. F.Laborer
Kitzmiller, GlenLaborer
Klosowski, AdamStorehelper
Milkowski, JosephStorehelper
Mueller, OttoStorehelper
Ruzicka, FrankLaborer
Sheehy, WilliamLaborer
Sheff, SolLaborer

Traffic Department

Lutze, C. J.Messenger
Rosas, Henry T.Clerk



**THEY GAVE
THEIR LIVES**

S/Sgt. Lawrence Lewis, former car department employe at Miles City, Mont., and son of Ed Lewis, retired blacksmith at Miles City, was reported missing in action in Belgium on Jan. 23 of this year. On July 24 word was received that he had been killed while serving with the ski troopers.

Pfc. Melvin R. Peterson, 18, son of Oscar C. Peterson, employed in the office of mechanical engineer, Milwaukee, was killed in action near Manila, Philippine Islands, on Feb. 25, 1945. A brother, S/Sgt. Elmer C. Peterson, served 21 months in the Aleutian Islands and is now with the Army Air Force at Dayton, Ohio.



Melvin R. Peterson Edmond E. Jennings

1st Lt. Edmond E. Jennings, formerly employed in the engineering department, Milwaukee, was killed in action in Lubic Bay, off Luzon, Philippine Islands, on Dec. 15, 1944. Before going to Milwaukee, he was employed as a rodman in the engineering department on the LaCross & River Division and at Western Avenue, Chicago.

Col. Virgil R. Pogue, son of J. L. Pogue, operator at the west yard, Kansas City, Mo., was killed on May 27 at Wiesbaden, Germany, while serving on the staff of General Hodges. He was buried in an American cemetery at Hamm, Luxembourg.

Alvin G. Bader, on leave of absence from the car department at Miles City, has been reported killed in action in Germany, al-

though the exact date was not given. He had previously been listed among those missing in action.

Pfc. George Thomas Miller, 19, was killed on Mar. 21 while in action on Iwo Jima with the marines. Before entering military service he was a telegraph operator on the Coast Division.

The Divine Engineer

*This world is like a train of cars
With God as engineer;
And we are only passengers
Who ride away from here.*

*The big red sun is the light in front;
The green moon at the rear;
The twinkling stars are the signals true
To show the track is clear.*

*The years—they are the whirling wheels
That speed along the track.
And often, oh, how often we
Have wished they would turn back.*

*This world is like a train of cars
That goes away from here;
And we are only passengers
Who trust the Engineer*

—Author Unknown

“Courtesy is so apt to go out the window in wartime, but we have noticed that both railroad and Pullman employes have retained that priceless word ‘courtesy’ in their minds and on their lips, even under the most trying conditions. Surely there is something about a railroad man. He, too, is proud of the uniform he wears. His morale is high because he has something more than ‘payroll loyalty.’ We’re making a note of it in our little white book. Salute!”

From a Schenley Distillers Corp. advertisement in *The New York Times*.

North Montana Club Enjoys Picnic

The Milwaukee Road said "thank you" to the members of the North Montana Service Club on July 29 in the form of a picnic in beautiful Mitchell Park on the banks of the Missouri River at Great Falls, Mont. This Appreciation Picnic was held for the employes in recognition of their excellent record of holding meetings. There were more than 125 present and there was food for all and plenty of "pop" for the children.

Chairman R. M. Ray, after working hard to complete arrangements, had to leave the party, along with several others, to fight a wheat and pasture fire, but all returned in due time to enjoy the refreshments. Although the party was financed by the railroad company, a great deal of work on the part of officers and committee members was necessary to its success.

A Night at the Hafferys'

Back in July, 1941, Howard Haffery's place was the site of a Janesville Service Club meeting. Since none of the neighbors complained, Howard decided to take another chance: Aug. 16, 1945 was the date of the repeater, and at this time it is not certain whether the Hafferys will be ordered to move or not. Perhaps with the housing situation as it is, neighborly compassion may be shown toward a man kind enough to offer the use of his beautiful garden for Service Club activity.

To the Hafferys, spending an evening at home means sitting in their rock garden amid beautiful surroundings. With a brick fireplace, a glazing globe, lighted umbrella tables, an electric running fountain and lights strung to enhance the beauty of the garden, it is really quite a place.

About 40 of the boys turned out on an ideal August evening. The meeting got under way with a spirited rendition of "God Bless America," and Chairman George Hogan welcomed the new members, reminding the group that the Service Club is an organization open to all crafts and departments. "With things gradually returning to normal," he said, "we can use the help of Service Clubs more than ever."

It did not take long for the song birds to gather around "Accordion" Gramke after the business session was ended. Led by

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Service Clubs

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"Shorty" de Coster, everything from "I'll Take You Home Again, Kathleen" to "Sentimental Journey" was sung. The singing, it might be added, was not of the common, or garden variety, although it was done in a garden; several of the singers displayed talent, and all of them went at it with a will.

The card games went on as usual, but many of the members just sat around under the stars and spun reminiscent yarns. Hot dogs and refreshments were on the menu, with Herman Siebel acting as chef.



Above, Howard Haffery, Janesville Club host on Aug. 16, grabbed his tambourine and went into a dance for the guests.

Below, Members of the Janesville Club who attended the party at the Haffery home.

Amid all the fun, hard-working Gil Selchert, secretary of the club, was collecting dues and issuing membership cards. He did manage to get in on a few signing-off songs which were aired before the good-natured neighbors considered sleep more important than entertainment.

Stone City Club Picnic at Bedford

Hiawatha Service Club members in Milwaukee may be interested in knowing that Bill Radke, their former general chairman, has taken over the leadership of the Stone City Club at Bedford, Ind.

July 29, found more than 200 attending the club's annual picnic at Wilson Park in Bedford. Bill Williamson and his picnic committee did an excellent job of arranging one of the finest affairs to date. There was entertainment galore, and with Mrs. George Williams ably handling the job of emcee, the picnic was a show in itself.

On the program were dance numbers given by the children from the Britton School of Dance, including a Dutch dance by Kay Newell, Elizabeth Merrell, and Mary Ruth Hartman; a duet dance by Patty and Sandra Watson; a tap number by Shirley Knight, Muriel Craig, Phyllis Isom and Nancy Banks. Patty Watson favored later with a solo tap. The young ladies were a hit and their attractive costumes added to their loveliness.

Second award winners in a recent radio audition, Betty Hawkins, Rosemary Todd, Leona McDonald, and Claudette Wiley, all of Heltonville, appeared in fitting costumes to blend their voices in fine harmony.

The entertaining program was concluded with a spicy comic skit given by Rachel Rhorer and Betty Sharp.

The children were presented with favors, refreshments and ice cream throughout the day and at 6 p.m. all the Hoosier delicacies were served at a picnic supper.

Bailey Bedwell and Joanne Radke were the winners of the door prizes. Joanne is chairman Radke's daughter, and the guilt of trafficking in black market rests upon both of them. Joanne won a carton of cigarettes. Pop may be loved by his daughter, but she's no fool.

The balance of the evening was devoted to dancing with the juke box and Mrs. Radke at the piano providing the music.



Seventh Annual Hiawatha Club Picnic a Success

Whether or not it can be attributed to the prayers of Picnic Chairman Roy Dermody, the Hiawatha Club nevertheless was blessed again with an ideal picnic day. A beautiful day, plus a cooperative committee makes the task of a picnic chairman just that much lighter, although being in charge of an affair attracting some 7,000 people is no little task in itself.

Entering Old Heidelberg Park on Sunday, July 29, one was met at the gate by Stan Tabaka and his committee; it was either show your membership card or pay admission price. Just inside the gate, George Jung could be seen trying to run the races as smoothly as possible. Then



At the Milwaukee Hiawatha Club picnic Lois Kleist, a majorette from Menominee Falls, Wis., substituted for Abbie Wendell, Hiawatha Service Club Band majorette, who was on vacation.

came the ponies with eager children awaiting their turn for a ride. Undoubtedly, many members of the next door gang heard an exaggerated account of the pony ride.

Ralph Haslam and his committee were selling emblems; Rudy Freuler and his gang were passing out the cracker jack, candy and potato chips; Charles Michalski had a fine group of salesmen in the doll stand; Joe Reiter was convincing his customers how easy it was to win a prize with the rings; Marty Biller was counting the cash as fast as he could raffle his wares. And what is the picnic without refreshments? Frank Kleinmaus, Henry Nierzwicki and their committee did an excellent job here. And it was for free.

Following a brief concert by the Hiawatha Band, Chairman Breuer introduced Capt. Norman E. Watkins of the Army Air Corps and Capt. Charles G. Chan, industrial services officer from the Sixth Service Command, both of whom addressed the crowd. Captain Watkins related his experiences while engaging in the first raid by B-29 bombers over Japan. Captain Chan, formerly a radio announcer with NBC in New York, asked his listeners to aid in bringing home to the general public the urgency of

the railroad manpower recruitment program.

The following were winners in the \$300 prize drawings: Bernard Taugher—\$100; Fred E. Grieb—\$50; Phil Stetzenbach, E. Denison, Leslie B. Reynolds, Norbert Kienan, Charles A. Bauer and Eileen Winters all won \$25 each.

In the evening there was dancing. John in the roundhouse met Pete from the car department; Bill in the depot became acquainted with a few fellows from the freight office; and several never knew that Mr. So-and-so had such cute girls working for him. Another picnic, another get-together, and another Hiawatha success.



Looking things over at the Milwaukee Hiawatha Club picnic are, left to right: E. H. Bannon, Milwaukee Terminals superintendent; J. E. Breuer, general chairman of the club; Roy Dermody, picnic chairman; Paul Bubolz, vice chairman of Unit 4.

Savanna Club Holds Picnic

The Mississippi Palisades Club picnic scheduled for July 21 had to be postponed because of the wetness of the ground. The sun shone brightly in the afternoon but Jupe Pluvius had worked overtime in the morning. Hub Wuerth, picnic chairman, decided it would be best to give the ball players no opportunity for alibis, and the affair was held over for a week.

So it was that July 28 found the Bowen Street Fence Busters pitted against the Buslewackers. At the end of the fourth inning the Bowen Street Fence Busters were leading by a comfortable score of 18 to 4. The old saying that the game isn't over until the last out proved to be quite true in this case and the Fence Busters heaved a sigh of relief as the last Buslewacker was put out. Final score, 18 to 17. Some fun, some game.

There were free lemonade, pop and peanuts for the members at the Old Mill Park. Chairman Henry Trayer and "Pop" Wuerth did a fine job.

Elder-Dubuque Meeting Well Attended

In one of the best showings to date, 68 members braved the heat of the night to attend the July 25 meeting of the Elder-Dubuque Club.

With the words, "Keep the Dubuque Service Club on top, keep her flying," Chairman Earl Thompson opened the meeting. These words were carried out with the appointing of the following committees: Membership—L. Schuster, E. Eckstein, E. Peck, W. McCurdy, W. Keck, G. Toussaint, M. Høbde; Program—C. Pullen, M. Geisheker, H. Wilson; Finance—V. McCurdy, C. Keating E. Horning; Publicity—J. Ickes, W. Stafford, E. Peck; Civic and Public Affairs—E. Eckstein, L. Kempter, J. Ames.

G. E. Boyd, agent, reminded the group that Dubuque is a highly competitive point. "Along with the road's public relations program, it will work to the benefit of employes in selling their railroad. The difference between being apathetic and railroad-minded may mean employe prosperity or not," he said.

H. A. Unmacht, general foreman, said he was happy to note that all departments were represented. "It certainly is pleasing to see



Erv. Weber acted as barker at the doll stand when the Milwaukee Hiawatha Club held its picnic.



There was kibitzing and coaching from the side lines at the Quad Cities Club picnic, held in Davenport, Ia., on July 22.

representatives of train and engine service," he said. "We most heartily welcome these men," he remarked. "Although we know of the burden placed on the railroads today, let us not assume complacency about traffic tips. If a customer likes our service today, we have better opportunity for soliciting his business when this period has passed."

Larry Evans of the engineering department spoke of the activities of the Mississippi Palisades Club. "If we don't watch our step, the Dubuque Club will overshadow what we are doing at Savanna," he warned.

Although he expressed a desire not to bring Safety First into a Service Club meeting, Chairman Thompson nevertheless thought it fitting to have the members give a hand to George Toussaint, section foreman, who has not had an injury to either himself or any of his men in over 37 years.

After Walter Keck had made several fine suggestions for the improvement of the club, the boys adjourned to the basement. The lower floor was cool on this particularly warm evening, and everyone relaxed for a sociable evening with an aside of refreshments.

Quad Cities Club Cools Off at Picnic

It was a mighty hot day in Davenport, Ia., on July 22, but Wilkes picnic grounds, where the Quad Cities Service Club held its outing, was a cooler spot than the city.

Many of the members worked until late afternoon, but as soon as work clothes could be shed and picnic garb donned, they drove out to the grounds in the old gas buggy. Since it was an extremely hot day, men with weak hearts had to think twice before entering races or trying to stretch a triple into a home run. With refreshments on hand, and plenty of shade beckoning, the card tables were kept busy.

Carroll Richardson, chairman, broke the tranquility by displaying 20 cartons of cigarettes. Knowing Carroll Richardson, the crowd realized there was a fly in the ointment somewhere. Sure enough, the smokes went to the lucky participants in a little game which involved the rolling of a die [half of what you need for a crap game.] George Volreth and Harry Haddaway, as

barkers, called in the players who had cigarettes to gain and nothing to lose.

After lunch, some danced while others returned to the card tables for revenge.

Old Line Club Met Outdoors During Summer

The Old Line Club went out into the open for its summer meetings. Instead of one picnic this year, the members enjoyed three.

The combined meeting and picnic for June was held at the Horicon City Park, Horicon, Wis. On July 15, Swan's Park at Beaver Dam, Wis., was the site. Mr. Gallenbeck received the monthly prize, a deck of playing cards for the most tip cards submitted. Walter Scott, FSI of Portage, Wis., told of the extra burden thrown upon the railroads in moving troops and equipment to the west coast in connection with the

redeployment program. A picnic supper was enjoyed, followed by a game of cards.

The group was scheduled to convene at Swan's Park in Beaver Dam again on Aug. 19.

"Don't Let the Old Club Die," Pleads Retiring Vet

B. L. Wright, agent at Armour, S. D., until he retired recently after 46 years of continuous service with the Milwaukee Road, had a few parting remarks to make to his fellow service club members at the meeting of the Platte-Stickney Club on June 28.

"For gosh sake, don't let the old club die for want of activity," he exclaimed. "About the worst thing I could read in the Milwaukee Magazine some month is that the



B. L. Wright

old No. 1 club has folded up! All of the others clubs kind of look to this No. 1 club to keep the thing rolling."

Mr. Wright began his railroading career as an operator on the old SC&D Division at Charter Oak, Ia., in 1899, transferring to Gayville, S. D., in 1903. He went to Armour as agent in 1919.



The financial standing of their club was the immediate concern of these Quad Cities Club members, pictured around Chairman Carroll Richardson at a recent meeting. Standing, left to right, are: Glen Edwards, club secretary; Bob Dilleg, J. J. Van Bockern, Mrs. H. Haddaway, J. H. Judge, R. W. Schultz, club treasurer, and R. H. Secoy, vice chairman.

The Midnight Ride of Maggie McBride

By C. M. Owen
Agent, Sumner, Wash.

I SHOULD'VE had my head cut in when Maggie McBride first calls up, and says she wants to go to California to a convention. I should have hung up, but quick, or maybe told her about the delightful pink tickets they sell over at the Pacific Central depot. But no, not me. I gotta be the supersalesman, and stick my neck out so far the giraffes down at the zoo shout to one another, "Here comes Cousin Charley."

Anyway, on this foolish invention of Alec Bell's Maggie asks will I fix her up a ticket, and I can't see nothing wrong with the idea. It comes out Maggie knows where she's going all right, and has a hazy idea how she gets there. Every Tuesday morning, it seems, a stage wheezes from San de Centa, Calif., up to Scouthaven in the redwoods. And no other day does it wheeze. So on one train and on one day only can Maggie arrive to go up and conventh. So I tell her I shall make with the books and let her know.

This Maggie McBride, which is why I should've kept my big mouth shut, is the original Tough Luck Tillie, in spite of being about the sweetest-dispositioned widow in the village, and everybody loves her. Comes a rainstorm, Maggie's out without the umbrella. Comes it hail, Maggie gets knots on the head. Stir up a kettle of soup, Maggie's sure to be in it; but always smiling. She's used to it. So what can a guy do for a gal like that when she goes traveling? Nothing but the best, of course, and hope for sunshine.

Well, I spreads out the problem, with time tables and whatnot, and when I piles 'em up again, it comes out that she leaves on a Pacific Central train, and not ours. I heaves a sigh and calls Maggie up to tell her so sorry. And so, just like Maggie, she has now gone camping, no phone, and will be back the afternoon she sails. This being how I get the newborn kittens in my lap, and no place to put 'em down.

So I makes Pacific Central reservations and thinks maybe I'll hear from Maggie, but I stretches the ears all out of shape for nothing; not a peep till the morning of the great day. Then it's a faint squawk on a party line up near the camp; and have I, of course, got her ticket ready, which I have. She is coming down from camp that day, will spend the evening at the preacher's house and set forth on the midnight choo-choo. I explains how she has to go from the Pacific Central depot and this-and-that and she yes's me every time I yells on that party line, and the preacher has the money for the ticket.

So I calls the lad, and sure, he's had it all the time, and he comes over and picks it up; I explains the deal to him between interruptions from the guy, who likes his own voice better'n mine. Could be he's got something there, but he could have listened better'n he did, as it turns out. So at last I lays the kittens in the preacher's lap and turns my attention to other problems, of which I got plenty without Maggie.

WELL, it's been a tough day, so I turns in early, with Maggie completely off my mind, and hopeful it will last all night. No luck. Comes 1:30 a.m., and the preacher calls up.

I should've played dead and let the phone ring. So, like I says, the preacher says Maggie missed her train. They comes to my depot to catch a train which runs on the Pacific Central, and then wait there over an hour. And Maggie now sits on our baggage truck with the preacher's wife; the train *might* still come along. I'm half awake now, so I tells him bring Maggie over to our house and if we can't figure something out, we will throw her in the spare room and cover her up till morning. In the meantime, I shall figure.

So I gets out an old railway guide which I keep kicking around the place for such emergencies, and stands there with my bony legs sticking down through the nightshirt, figuring out what to do; the thought soaks through that Maggie's just gotta be on that train, or Maggie don't make no convention. So it checks that this choo-choo kills a half hour picking up a sleeper in Bayville, and another 20 minutes at Junction City transferring mail and express, so it could be that a fast drive to Central City across country might make it.

So I tells Mom I'm driving Maggie to Central City, but fast. Here, now, is a new snag. Over Mom's corpse does I step out on any June night with any jolly widow, good friends though they may be. So I quick fixes that one because anyway I need her to make with the roadmap and the watch, not trusting Maggie to know what time it is. So we, pile quick into some clothes, set Mom's watch and by that time here comes Maggie. We toss her and her bag into the rear seat and we are off with a jackrabbit start.

By now it is two o'clock straight up, and we hits 70 to the first town. I figure if we gets safely through the state capital by 2:45 we'll make it.

I FORGETS all about the Fort, though, and passes her up wide open. About two miles later I sees a red flash in the mirror—and next, sirens. Just about this time, we slides over a rise into a dip beyond what turns out to be an old Saxon, which we overtakes like he stands still. We winds into a side road and douses our lights, while the sirens zip on by. Then we slips out, still dark, and overtakes the cops interviewing Mr. Saxon, while we slips on by at a crawling 35. Another two miles, and we are zooming the outskirts of the capital, with a sharp eye out for cops. So, now, it's 2:44 a.m., just right, and I opens her up again.

At Benina, we sees the tail lights of Maggie's train just as it leaves the depot, and at the next village we are neck and neck

with the engine. This was the place where we passes the big truck and our horn button sticks. Just one of those things. It only blows for half a mile, though, me driving with one hand and slapping this and that with the other till she comes unstuck. This was the only time Maggie peeps on the trip, and then she only wants to know why I'm blowing the horn, there's nothing ahead of us. I've got no answer for that one. She ought to know anything that was ahead would soon be behind, the way we was traveling. So I just bites my pipe stem in two, and drives on.

We breezes into Central City and finds the depot just as the last bag of mail goes on. Maggie makes a run for it, me with the bag. Ten feet short of the steps, Maggie throws a shoe, which Mom scoops up in her stride and we make it, all in one pile. "Where'd you come from" says the conductor, and "Mountain View" Maggie gasps.

"Ja run all the way?" cracks the uniform, and "Lessee your ticket!" Well, Maggie doesn't have it, of course. That's our Maggie. The preacher has it, she says. But not on your tintype, brother. I have it, having grabbed it off him as we sailed down the steps at home. Maggie shouts goodbye, the engine shouts toot, toot, and Mom and I collapse on the front seat, laughing, but hoarsely.

"I'm hungry," says Mom, the which I never saw her anything else, even when being courted 25 years ago. So we finds us an all-night lunch and stokes up with a couple of hamburgers.

I notices the Joe behind the counter looks us over kinda sharp, and about that time Mom says, "You should put your tie under your collar when you step me out at night."

I looks her up and down, and luck is with me. Quick like a flash I replies, "How about putting on your dress right side out when you get stepped out?"

"I wondered why the buttons wouldn't button," says Mom. "Let's go home."

Maggie's card, which comes a week later, says she has a wonderful trip, only she gets on the wrong bus at San de Centa. But some other guy with a quick brainbox picks her up and puts her on the right one just in the nick of time.

Drunk (cascading down the stairs of a double-decker bus): "It ain't shafe up there. There'sh no driver."

When a woman lowers her voice, she wants something. When she raises it, it's probably because she is not getting what she wants.

Private Jones had been in the army a week when the sergeant asked: "What do you think of the army so far?"

"I may like it better after a while," replied Jones, "but just now I think there's too much drilling and fussing about between meals."

Three Hours and Twenty Minutes Late

1st Lt. Leo V. Anderson, former brakeman at Perry, Ia., who is now with 721st Railway Operating Battalion in India, wrote the following to the Milwaukee Magazine on Aug. 9:

"Here is an episode from India which I am sure the readers of the Milwaukee Magazine will find interesting.

"Recently our crack evening passenger train was all set to leave on time for Assam (don't ask how come) when a G.I. rudely pushed his way through the congestion of baggage and sleeping Indians, breathlessly grabbed the guard by the slack of his *dhoti* and asked, 'Is there a joint around here where I can grab a bite to eat before the rattler leaves? I haven't had any chow and I gotta go by this train or I'll be AWOL.' 'Sahib,' said the guard. 'No mallum "grab bite to eat . . . joint . . . rattler."'

"'Oh, you know what I mean,' said the G.I. 'Food, grub, chow, Indian kana'

"'No mallum, sahib,' repeated the guard.

"About this time, the American stationmaster arrived and assured the soldier that he would see to it that the train did not leave until he had finished eating, provided he took no more than 15 minutes; then he directed him to the restaurant.

"Twenty minutes passed before a bearer waited on the soldier; figuring that the train had already gone, he took his time and had a banquet of duck eggs and rice fit for a rajah. About three hours later he decided he had had enough, and went out to find when the next train left for Assam. And there on the platform, in the same place, stood the same guard.

"'Say, did you get back from Assam already?' the soldier asked.

"'Sahib, no mallum,' said the guard.

"'Thanks for waiting for me,' said the G.I. excitedly, and the look he gave that guard would have melted any young Wac's heart.

"'No mallum, sahib,' replied the loquacious guard as he waved his green lamp wearily above his head as a signal for the driver to start. Three hours and 20 minutes late!

"Then along came the stationmaster muttering to himself. 'Damn these Indians,' he was snorting. 'They steal all our vacuum hoses and we can't even move a train; anything for a piece of rubber.'

"'No mallum, sahib,' exclaimed the guard as the train at last moved out of town.

"In case you are wondering, 'no mallum' means 'I do not understand.'

"Our unit is sponsored by the New York Central. However, every once in a while you find a good Milwaukee Road man. We have several engineers and conductors off the Milwaukee, including Lt. Roy C. Krebs from the Coast Division, now assistant to the trainmaster; T/4 Floyd Carver from the Iowa Division; and myself as chief dispatcher, also from the Iowa Division.

"The boys have done a wonderful job over here, one to be proud of. New rules and modification of old rules put in effect shortly after taking over cut days from the running time of trains supplying China. It was pretty

tough going for a while—language difficulties, trying to explain short moves to people unfamiliar with our way of working, and of course the monsoon. But soon it will be over, we hope, and then the entire railroad system of the United States will profit by the experience gained."

Sergeant Burbank Reports from Frankfurt

Sgt. Ralph Burbank, formerly of the passenger traffic department in Chicago, has been overseas for almost a year and a half, serving in England, France and Belgium. His latest letter, written to Harry Sengstacken, assistant passenger traffic manager, came from Frankfurt am Main, Germany, where he is with a counter-intelligence unit. He writes:

"We have our offices in the I. G. Farben Building, which you may have read about, as it is supposed to be the most modern office building in Europe. It is very nice, a huge seven story building spread out over three or four square blocks. There are beautiful yards all around it and in the back is a lagoon with pretty trees and hedges and



Ralph Burbank

terraced flower gardens. There is a large restaurant which is used as officers' mess (wouldn't you know it!).

"This city was really bombed to rubble. It was a city of about 550,000 people and the main part of it just doesn't exist any more. We are out in a suburb where there is still something left. This building where we have our offices wasn't touched; it looks like they had it planned to spare it for use as a headquarters.

"I had a week-end trip to Paris a couple of weeks ago and got to see the city very well. Made the sight-seeing tour of all the places of interest and saw the Folies Bergere and the Casino de Paris. They were sort of glorified burlesques; the gals wore very little in most of the chorus acts, and nothing above the waist. Gay Paree!"

Colonel Shea Awarded Soldier's Medal

For heroism and outstanding gallantry at Soissons, France on Dec. 27, 1944, Lt. Col. James D. Shea, commanding officer of the 724th Railway Operating Battalion, has been awarded the Soldier's Medal, according to a news release recently issued by the army. Before entering military service, Colonel Shea was trainmaster at Aberdeen, S. D.

An enemy plane dropped bombs in the rail yards at Soissons, causing a car of oil to ignite and spread fire rapidly to other nearby cars. Almost 400 loads of ammunition, consisting of shells, bombs and mines, were near the blazing tanker. The fire spread rapidly to the cars and the yard was soon an inferno of flying shell fragments and debris.

Colonel Shea immediately organized salvaging operations and personally took part in the movement and salvaging of 200 carloads of ammunition valued at \$4,000,000.

For 14 hours he was exposed to the exploding shells and at no time would he permit an enlisted man to perform a task more hazardous than his own. He operated a locomotive into the most dangerous area and coupled cars of live ammunition, moving them to an area where they would not endanger personnel and property.

Milwaukee Road Man Helps Save Million Gallons of Gas

1st Lt. T. C. Morgan, a former Milwaukee Road employe at Miles City, Mont., was one of the soldier railroaders who saved a million gallons of gasoline by their bravery. The story of the heroic action of the lieutenant and four other men is told in "The Yankee Boomer," a Yank publication in the European theater. It says:

"While the railroad soldiers were on duty in the rail yard at the gasoline dump, fire broke out and spread quickly through the many gasoline-filled tank cars and gondolas loaded with full 'Jerricans.' Gasoline, floating on the water covering the ground from a drizzling rain, had ignited when hot coals fell from a locomotive firebox.

"The railroaders swiftly took hold of the situation and under the cool-headed guidance of 1st Lt. T. C. Morgan, Miles City, Mont., they started switching cars of gasoline through raging fire. Time after time the crews went into the inferno, while exploding tank cars and cans rained liquid fire throughout the dump. Many cuts had to be made—and made speedily. Car after car was uncoupled and switched down the tracks as they fought the fire, forgetting personal safety.

"It was estimated that approximately one million gallons of precious fuel, slated for General Patton's tanks, were saved by the courage and skill of these GI railroaders. Awarding of the Soldier's Medal was made to the five men at a special formation and presentation was by Lt. Gen. John C. H. Lee, commanding general."

A Chinese cook was walking through the woods. He turned around to see a grizzly bear following him, smelling his tracks.

"Hm," said the Chinaman. "You like my tracks? Velly good, I make some more."



S/Sgt. Henry E. Welch, son of Yard Clerk C. H. Welch of Minneapolis, recently received the Bronze Star Medal for skillful leadership of his squad when the enemy opened fire on the house they occupied on the western front in Germany. After rendering first aid to the wounded, he organized the remainder of the squad and removed the casualties under heavy tank fire. He was last reported recuperating from wounds in an English hospital.

Perfect Shipping

(Continued from page 9)

Francis D. Tuffley, conductor at Harlowton, Mont., won \$10 with the following loss prevention suggestion, entered in the April Perfect Shipping campaign contest:

WE HAVE in quite a few areas along our great railroad a lost revenue business that we more or less took for granted would always be ours. Because of this, and through our own laxness in going after the business, ranchers have taken the better part of this fine revenue.

I am referring to our stock shipments (sheep, cattle, horses and hogs). We have today a number of fast moving stock sales yards that are not on our lines, but which draw from and do large stock buying in areas which our lines go through. These sales yards are sending modern trucks into these areas right to the ranchers' and farmers' back doors, picking up their stock and having them on the market at the specified time with no shrinkage to the livestock. Therefore they are able to get top market prices for them.

We are at the present time getting what's left—a car or so now and then from a shipper who wishes to make a trip east or send stock east for feeders.

As a possible suggestion to curb this great loss we have taken in the last few years, I believe it would be a good thing to establish what might be called centralized stock yards along our lines where this loss has taken place. One stock yard could serve an area of 50 to 75 miles, depending upon the number of stockmen. There would be the expense of keeping up only one stock yard where now we have one at about every station.



Francis D. Tuffley

We could have operating from this centralized stock yard trucks, either owned by the Milwaukee Road or the company could contract trucks to haul stock to this yard for loading. The number of trucks would depend upon the amount of stock to be shipped. By operating these trucks from this yard, our shipping service could go right to the ranchers' and farmers' back doors for their stock.

This kind of service would make it unnecessary for stockmen to trail their stock miles and miles to a shipping point. It would eliminate holding this stock in stock yards, feeding it and waiting for it to be loaded, then waiting for a train to pick it up.

For complete supervision of this centralized stock yard the company could employ an experienced stockman who, with a knowledge of operating and schedules of trains, could handle with high efficiency the shipment of stock from the ranches and farms to the yards and on their way. His employment and the operating of truck service would be more or less seasonal.

This supervisor's duties would cover: Making a complete estimate of the stock to be shipped from this area; having sufficient cars cleaned, sanded and spotted for immediate loading, and making known to all ranchers and farmers of the first-class shipping facilities offered. With his knowledge of operating and schedules of trains and of stock markets, he could keep these shippers informed exactly when they should ship.

Then, when our stock trains were near due, the trucks would have the stock at the yards and little delay would be involved in picking it up, as there would be only one or two stock yards to a subdivision.

With this type of service all stock would be on its way to market within a matter of a few hours where now it involves a day or so, depending upon the distance to trail the stock. It would also involve little or no time spent in the yards before loading, thereby eliminating any shrinkage in the stock.

It would also make it so that stock would be shipped only on certain days of the week, thereby keeping stock off local and through freight trains, eliminating injured and dead stock due to rough handling and delays. With all stock shipments on solid stock trains, markets and feeder destinations could be reached without stopping more than once, and in most cases not at all, for feed and water.

Thus we would have a system for meeting truck competition, regain our stock shipping business and in a manner which would re-

duce loss due to injuries and dead stock to the minimum.

Ten dollars in War Stamps went to Henry Bensing, equipment maintainer at Horicon, Wis., for the following loss prevention suggestions:

- Place the proper car, free from defects.
- See that the car is loaded properly, no matter what the contents may be.
- Handle cars carefully while switching in yards and while in transit.

Failure to do these three things causes most of the damage. The prevention of damage and loss can be realized if everyone on this great railroad does his part.



Henry Bensing and his favorite horse.

Lt. Col. Jakim Receives Croix de Guerre

Lt. Col. Theodore J. Jakim, former instrumentman in the office of the Chicago Terminals division engineer, has been awarded the coveted Croix de Guerre by the French government for his outstanding work as a member of the 163rd Engineer Combat Battalion. He had previously received the Bronze Star and three battle participation stars. An article appearing in the September, 1944, issue of the Milwaukee Magazine told how Lt. Col. Jakim, as commander of an engineers unit, directed the construction—in six hours—of the first bridge across the Seine River in France, thereby catching the Germans off balance and permitting allied forces to take a long stride forward.

OUR SAFETY RECORD

FIRST SEVEN MONTHS

	Employee Casualties			Total Man-Hours Worked	Casualty Rate
	Fatal	Injured	Total		
1945	9	478	487	58,936,000*	8.26*
1944	8	435	443	58,799,087	7.54
Increase or					
Decrease . .	+1	+43	+44	+136,913	+0.72
Percent	+13	+10	+10	+2	+10
*Estimated.					

RETIREMENTS

The following employes' applications for retirement were recorded during July, 1945

CEGLARZ, ROMAN
Janitor, Fullerton Ave.....Chicago, Ill.

NICKEY, PALMER A.
Clerk, Aud. of Expend.....Chicago, Ill.

DERENGOWSKI, WALTER
Carpenter, Car Dept.....Chicago, Ill.

GRAY, ANDREW
Machinist, Loco. Dept.....Chicago, Ill.

NEWLIN, HITE W.
Clerk, Tel. & Sig.....Chicago, Ill.

NORCROSS, RICHARD I.
Receiving Clerk.....Chicago, Ill.

DEWELL, VICTOR G.
Guard, Pol. Dept.. Ft. Townsend, Wash.

DOWNEY, TIM
Section Laborer.....Tacoma, Wash.

JASMER, PAUL A.
Laborer, Loco. Dept.....Tacoma, Wash.

JOHNSON, ANN I.
Clerk.....Tacoma, Wash.

LAREN, LOUIS M.
Tug Captain.....Seattle, Wash.

ROESCH, ALBERT M.
File Clerk.....Tacoma, Wash.

STOWELL, CHARLES S.
Clerk.....Ellensburg, Wash.

HARTMAN, EDWARD F.
Section Laborer.....Mt. Carroll, Ill.

KUNTZ, CHARLES H.
Operator.....Elgin, Ill.

RAUN, PETER P.
B&B Carpenter.....Savanna, Ill.

SOPHY, JOHN L.
Conductor.....Chicago, Ill.

VALDIVIA, SESTENES
Section Laborer.....Elgin, Ill.

ZUBATY, FRANK F.
Labor Foreman.....Savanna, Ill.

GOLDADE, ANTON B.
Section Laborer.....Aberdeen, S.D.

GROTHE, OLAF
B&B Foreman.....Montediveo, Minn.

HATZENBELLER, JACOB
Store Helper.....Aberdeen, S.D.

OWENS, DON E.
Pass. & Ticket Agt.....Aberdeen, S.D.

YOUNG, JAMES I.
Machinist Helper.....Aberdeen, S.D.

YOUNG, JOHN H.
Loco. Engr.....Aberdeen, S.D.

GUY, OTTO W.
Clerk.....Cedar Rapids, Ia.

HAYS, CHANCY H.
Car Inspector.....Cedar Rapids, Ia.

MALONE, CLARE
Conductor.....Savanna, Ill.

ANDERSON, CHARLES T.
Section Foreman.....Geddes, S.D.

ARMJO, JOHN I.
Yard Cleaner.....Rapid City, S.D.

HOLMES, WALTER R.
Clerk.....Sioux City, Ia.

LEGGETT, FRANK E.
Brakeman.....Sioux City, Ia.

WHITHAM, CHARLES
Agent.....Scotland, S.D.

SKARDA, JOSEPH F.
Section Foreman.....Jackson, Minn.

BRIDGES, CLYDE H.
Machinist.....Kansas City Mo.

LABELLE, JOHN I.
Loco. Engr.....Ottumwa, Ia.

McFARLAND, SAMUEL T.
Coal Chute Foreman.....Polo, Mo.

WESTMAN, AUGUST A.
Foreman, Car Dept.....Coburg, Mo.

JOHNSON, EDWARD L.
Agent.....Pewaukee, Wis.

REIF, ALVIN C.
Car Inspector.....LaCrosse, Wis.

WICH, HERMAN
Blacksmith, Loco. Dept.....Tomah, Wis.

ARMOUR, JOHN
Section Laborer.....Wadsworth, Ill.

LUBITZ, ARTHUR F.
Loco. Engineer.....Milwaukee, Wis.

OST, JOHN M.
Boilermaker.....Mayville, Wis.

CHAMBERS, RAYMOND A.
Loco. Engineer.....Milwaukee, Wis.

CUNNINGHAM, ARTHUR F.
Machinist, Car Dept.....Milwaukee, Wis.

KRAUSE, ARTHUR G.
Painter, Car Dept.....Milwaukee, Wis.

PARKER, ELMER F.
Store Helper.....Milwaukee, Wis.

SCHUENKE, CHARLES A.
Pipefitter, Loco. Dept.....Milwaukee, Wis.

WAHLFARTH, JOHN A.
Telegrapher.....Milwaukee, Wis.

WEILAND, ANTON
Air Brake Man.....Milwaukee, Wis.

JENSEN, SAMUEL C.
Extra Gang Laborer.....Seattle, Wash.

SNIDER, DARIUS R.
Telephone Operator.....Butte, Mont.

STEVENSON, WILLIAM R.
Machinist Helper.....Harlowton, Mont.

CLARK, JOHN J.
Agent.....Ontonagon, Mich.

EMMER, ANTON
Section Laborer.....Sherwood, Wis.

JACOB, JOHN
Boilermaker.....Green Bay, Wis.

MADSEN, NELS P.
Machinist Helper.....Green Bay, Wis.

WOODRUFF, JAMES A.
Machinist, Loco. Dept.....Green Bay, Wis.

FULTZ, ELBERT E.
Brakeman.....Terre Haute, Ind.

DeHARPER, WILBURT R.
Boilermaker.....Minneapolis, Minn.

HOLMBERG, JOHN A.
Carman Helper.....Minneapolis, Minn.

METRICK, MIKE
Car Inspector.....St. Paul, Minn.

RUTTER, JOHN L.
Machinist, Loco. Dept.....St. Paul, Minn.

Briefly Quoted

(Continued from page 11)

Navy—Netherlands East Indies
I want to thank you for your letter. It is with much pride that I received a letter from you, realizing the responsibilities of a man in your position. I am sure that you on the home front are doing your part as we are trying to do ours.

DEAN A. RADABAUGH
Machinist Apprentice,
Locomotive Department,
Chicago, Ill.

Army—Brunswick, Germany
I am very glad to know that I wasn't forgotten by the Milwaukee Road as one of their ex-employes in the armed forces. I thank you and all others for remembering me at a time when my morale is at its lowest—when the good old Christmas spirit is here but we are away from our loved ones. You have helped me forget that sorrow that was in my heart.

Pfc. A. J. GRANDOLFO,
Checker,
Chicago Terminals.

Army—Wurtzburg, Germany
I'm rather late in acknowledging the receipt of my Christmas check, but nevertheless it was greatly appreciated. It seems good to know that the friends you left behind are not only backing you but not forgetting you.

Time grows pretty long over here and good old "bull sessions" usually occupy the evenings. Of course, railroads always enter into the picture and before its over I usually convince them that the Milwaukee is everything it's cracked up to be. We always end the session with: "It sure would be swell to be back there railroading."

I receive the Milwaukee Magazine regu-

larly now. It's tops as far as I'm concerned.
T/5 CHARLES W. ASSMUS,
Agent-Operator,
Savanna, Ill.

Army—Dietfurt, Germany

I received the Christmas check and thought it was a good way to show all us boys in the service that the company was still thinking of us. I have been getting the Magazine and sure enjoy reading it.

CPL. KELLY R. POWELL,
Section Laborer,
Terre Haute Division.

Army—Nancy, France

It was indeed a grand surprise when I received the Christmas check and I wish to thank you for it.

I'm not one of those front line soldiers but I've met and talked with so many that I almost feel as if I were, instead of a rear echelon performer. Knowing about the hazardous conditions the boys were up against, I'm sure no praise is too high for their sacrifices.

Again, thank you for the remembrance. It was the first time I celebrated the occasion in July, but it was appreciated very much.

Pfc. JOSEPH B. WHITE,
Roundhouse Caller,
Bensenville, Ill.

Home for 30 Days

(Continued from page 7)

a profit!

Loaded with cash (if he was lucky) and still radiating the effects of mother's cooking, the soldier probably leaves the camp within a few hours by troop train, headed for a designated assembly area where he will train for whatever his next assignment is to be.

It is a wholesale redeployment business they are doing at all of the camps designated for that task throughout the country. For instance, 2,500 men arrived at Camp Grant from the eastern ports on Aug. 5 and that same night 1,718 men whose furloughs were ended returned to the camp. Two-way traffic, and plenty of it, particularly in the opinion of the men charged with the job of putting the veterans through the mill and sending them on their way. The traffic at the camp is really four-way: The men arrive in troop trains from overseas; depart for their furloughs; return from their furloughs; and leave in troop trains for the assembly areas.

Camp Agency Jointly Operated

The agency operated jointly by the Milwaukee Road and the Burlington has been set up at Camp Grant for handling the sale of tickets. Leo J. Buckley, former city passenger agent for the Burlington in Chicago, is the joint agent, assisted by nine ticket sellers and two accountants. A. C. Morrissey acts as trainmaster; he formerly was the Milwaukee Road chief dispatcher at Beloit.

The efficiency with which the railroads are speeding the army's redeployment program adds greatly to their mounting record of service to the country.

The Milwaukee Magazine

The Milwaukee Railroad WOMEN'S CLUB

Butte Chapter

Mrs. R. C. Schwichtenberg, President

Butte Chapter was delighted to have as its honor guest at an informal tea given in its club rooms on Tuesday afternoon, July 24, Mrs. H. A. Scandrett, Honorary President General, of Chicago.

The rooms were decorated with baskets of summer flowers and the tea table was centered with an artistic display of sweet peas and matching tapers. Mrs. A. C. Kohl-hase presided at the tea urn. Mrs. Robert Schwichtenberg, president, was in charge of arrangements.

The thirty-five members who attended enjoyed meeting Mrs. Scandrett and we all hope to enjoy the pleasure of a visit from her again at some time in the future.

Lewistown Chapter

Mrs. C. A. Nummerdor, President

It was the pleasure of the Lewistown Chapter to have as our guest Mrs. H. A. Scandrett, Honorary President General, of Evanston, Ill., July 23rd.

A 1:30 luncheon at Burke Hotel was well attended. The table was nicely decorated with bowls of garden flowers. After luncheon we gathered at our club rooms for an informal get-together. We were very happy to have Mrs. Scandrett with us and do hope she will visit our chapter again some time.

In the membership drive we have gone over the top with an increase of 40 members. A picnic was planned for August.

Harlowton Chapter

Erlene Burrington, Historian

Our regular meeting was held July 9. It was opened with repeating the club motto. An excellent report was heard from the Audit Committee. A picnic in the park and entertainment afterward was discussed by the members. The membership committee reported 135 members so far.

Mrs. Hawkins, Mrs. Mooney and Mrs. Hanson who are in charge of the juveniles had a picnic and entertainment afterward. The meeting adjourned and refreshments were served by Mrs. Keeler, Mrs. Knight, Mrs. Henzlik and Mrs. Boyles. Pinochle and bridge were played with Mrs. Bome high at Pinochle and Mrs. Wagner high at Bridge.

Mobridge Chapter

Mrs. Arthur Groth, Historian

The last meeting of the summer season was held on June 18 in the club rooms. There being little general business to dispose of time was spent in discussion of the Canteen work. Mrs. Gallagher, president of the club and general chairman of the Canteen asked for volunteers to help with the canteen during the summer months and received a fine response.

The Mobridge "Milwaukee Road" women are to be congratulated on their untiring efforts and fine work in this very worth while undertaking and especially to our general chairman and her assistant Mrs. B. Erickson goes a huge vote of thanks.

The Canteen is a very busy place these days with more and more servicemen traveling. We are serving at an average of 350 a day, and on V-E Day over 600 with scarcely a two hour notice to prepare additional food for that number. It is in spots like this that our canteen fund fills the gap. This fund was recently increased \$215 obtained by tickets sold on a saddle pony.

Not alone to the Milwaukee Club women go the praises for the canteen. We have been most graciously assisted by other organizations in Mobridge and surrounding towns and communities, as well as donations by individuals, all of which have been greatly appreciated. We have been allowed additional red points by the OPA Board with which to buy meat and butter for sandwiches for the canteen.

At the close of the meeting refreshments were served by Mmes. Halverson, Schule and Bastian. Mrs. J. J. Kline received the door prize.

Milwaukee Chapter

Mrs. John Ehlert, Historian

There being no meeting in July and August your historian will give a brief report on Red Cross activities.

The second anniversary of the Red Cross was observed by a dinner held in June at the Schwaben-Hof. Musical numbers, speeches, etc. were enjoyed by 35 workers.

Part of the Red Cross Unit to receive bars for two years of loyal service have to their credit 17,900 hours, including knitting, surgical dressings, and sewing for service men's families. In the two thousand bracket is Mrs. J. J. Russ, leading with 2,042 hrs. In the one thousand bracket Mr. O. J. Carey with 1,420 hrs., and Mrs. Geo. Kelly with 1,200 hrs.

Mrs. Ross wishes to express her thanks to the workers in the lesser hours bracket, all of whom are so deserving of honorable mention. Space does not permit the printing of their names, but their long and faithful service was so very much appreciated.

The ladies are now engaged in making baby layettes for service men's wives and wish for more ladies to assist in sewing these garments which are so urgently needed. Please come and help.

July report on Red Cross is as follows: sleeveless sweaters 48 hrs. M. Sleeveless sweaters 132 hrs. "L" Sleeveless Brook 40 hrs. Army Mufflers 30 hrs., Civilian Mufflers 20 hrs. Assembling of Red Cross Afghan 25 hrs. Total hours knitting 295. Surgical dressings 860 4x8, surgical hours 280, surgical workers 69. Total workers 112, Total hours 623½, Sewing of 29 Infant blankets 48½ hrs.

Spokane Chapter

Mrs. T. C. Wurth, President

Tea Honors Mrs. H. A. Scandrett.

Mrs. H. A. Scandrett, of Chicago, Honorary President General, was the inspiration for a tea the Spokane Chapter gave at its club rooms in the Union Station July 25th. Garden flowers were attractive in the decorations and the tea appointments. Presiding over the tea table were Mrs. N. H. Fuller and Mrs. E. R. Berkey, past presidents. Mrs. Scandrett was introduced by Mrs. Geo. H. Hill. She told of the activities of the club.

Mrs. J. W. Dunning, a guest speaker, presented a talk on Indian lore of this area, showing specimens of Indian art from the interesting collection she has brought together.

We were happy to have with us Mrs. John Webb, president of Malden Chapter, and several of that chapter's members, and Mrs. Chas. Davidson, president of Othello Chapter, and Mrs. E. T. Tennyhill, Mrs. Frank Schumacher, and Mrs. E. R. Berkey of that chapter, who came to meet Mrs. Scandrett.

We all enjoyed a delightful afternoon with Mrs. Scandrett and hope she will visit us again.

Aberdeen Chapter

Mrs. Lisle Young, Historian

The Milwaukee Women's Club of Aberdeen met together with the Milwaukee Service Club for their first joint indoor meeting in June at the Eagles Hall. A splendid turnout of men and women enjoyed the fine entertainment arranged by members of the two clubs.

Two sound films were shown, "Life Line of a Nation" and "Railroaders Always" which were both very interesting and educational from the standpoint of what a vital job our employes are doing in the war, and what our men are doing overseas to keep the supplies moving. Lisle Young, Public Relations representative, explained the program of that department and the importance of each employe doing his share to further good public relations. Sup't. L. W. Palmquist gave a very interesting talk, giving a great deal of credit to the Women's Club and recalling the



Members of the Red Cross unit of the Milwaukee Chapter, whose tireless efforts in behalf of the men in arms are a credit to the Milwaukee Railroad Women's Club. Mrs. F. T. Ross (standing) is chairman of the unit.

Mobridge Canteen Observes Second Anniversary

Serves More Than 68,000 Service Men and Women in Two Years

splendid work done by it during the depression years. Our president, Mrs. Roy Smith, expressed her pleasure at the fine turnout and her wish that future joint meetings might be enjoyed.

A very sumptuous lunch was spread on two long tables. Cold meat, yes real meat, sliced tomatoes and green onions, cup cakes and plenty of good coffee was served. Visiting, dancing and cards were enjoyed following the lunch. Two bonds were given away, with Pump Repairman Prunty and Roy Dickinson from the Supply Yards as the lucky winners. H. J. Morse acted as chairman of the meeting in the absence of Carl Borgh, Chairman of the Milwaukee Service Club. Mrs. Smith was assisted with the lunch by Mr. and Mrs. Bill Mertz, Martin Silvernail and others.

Malden Chapter

Mrs. Charles Hankins, Historian

Malden members received an invitation from Mrs. Wurth, president of Spokane Chapter, to attend a tea at their club rooms July 25 to meet Mrs. H. A. Scandrett. Those attending were Mmes. J. Webb, N. A. Reams, Chas. Mahoney, J. Rochonelli, O. A. Burns, Ethel Carver, Theo. May, C. Miller, H. Terrian, Edna Blackwell, Bessie Brayles, E. Casebeer, Fred Cottingham, and C. Hankins. We all had a very delightful time and enjoyed meeting Mrs. Scandrett.

We are vacationing for the months of July and August. Our September meeting will be held on the 25th.

Chicago-Union Station Chapter

Mrs. Mida Anderson, President

On June 16th Mrs. Martin J. Larson entertained most graciously with a buffet luncheon in the home of her daughter, Mrs. C. Stanley Howell, of Glen Ellyn.

Following a short business meeting the president, Mrs. Harry L. Anderson, reviewed the highlights of her recent visit to the West Coast, where she was so cordially received and entertained, both individually and officially, by the members of the Spokane and Seattle clubs. Mrs. Anderson, then, on behalf of the club, presented a hand wrought sterling bracelet to Mrs. Charles H. Ordas, junior past president, in appreciation of her efforts during her two year regime. A goodly representation of the club so enjoyed the afternoon that they were loath to leave.

The moon affects the tide, as well as the untied.

How easy it is the night before to get up early the next morning.

A Housewife's Complaint

We have a garden fair to see
And though it means a lot to me,
I sometimes wish that it would wait
Until my work is up to date.

We have a garden fair to see,
At times a pain in the neck to me.
For plans of mine it has no regard—
In fact, it makes me work too hard.

Just when I think it's time to rest,
The peas or corn or beans are best
And it's time to pick and can the stuff;
Oh yes, the garden makes it tough.

But, though I fret and stew a lot,
I'm really glad that we have got
The food we need to can and eat—
A garden that is hard to beat.

Then when I see upon the shelf
All kinds of food I canned myself,
I know my work was not in vain,
And then I'm proud and don't complain.
—Mrs. W. L. Schroeder, Chicago,
wife of Lines East general
chairman, B. of L. F. & E.

The Mobridge (S. D.) canteen observed its second anniversary on August 1st. It was organized under the sponsorship of Mobridge chapter of the Milwaukee Railroad Women's Club on Aug. 1, 1943 and has operated without any Red Cross assistance, such as is provided in many large towns, and carried on independently under the man-

willingly and generously with cash and food donations, as well as splendid workers from all groups. Towns cooperating with Mobridge with cash, food, and workers are: Wakpala, Timber Lake, Trail City, Glen-cross, Isabel, Firesteel, Mound City, Pollock, Glenham, Selby, Bowdle, Java, McLaughlin, Cheyenne, Wyo., and Los Angeles, Calif.

\$900 Donated

Voluntary cash donations have amounted to \$900, including \$215 raised on a saddle pony donated to the canteen by Ed Browder, a member of The American Legion. The pony was won by Tommy Morris. Several hundred dollars worth of food has also been donated. About 75,000 sandwiches have been prepared and home-made cakes, doughnuts and cookies, hot dogs, hard-boiled eggs, pickles, coffee and milk, cold drinks, fruit and ice cream have also been served, and candy bars and cigarettes have been passed out on holidays and special occasions.

Figures show that 443 different committees have worked at the canteen, with approximately 2,215 women making up the serving groups during the past two years.

Thousands of Service Men and Women Served

More than 68,000 soldiers, sailors, marines, coast guardsmen, Wacs, Waves, and Spars have enjoyed the free food and hospitality of the canteen. A large number of lunches have also been served to disabled veterans who were unable to leave the trains.

The canteen's most outstanding serving record was established late in May when a long troop train stopped at Mobridge for 20 minutes, with about 600 hungry servicemen aboard. Sandwiches and coffee were served to all of the 600 men during the 20-minute stop. Some of the women on the committee had to serve as traffic directors in order to handle the crowd and in this were assisted by a few of the servicemen who volunteered their assistance.

Frequently the canteen is called in to serve a special train on as little as two hours notice, and the members of the serving committee have to rush around frantically, buy-



Mrs. G. B. Gallagher (with magazine), president of the Mobridge Chapter, is shown with the chapter officers in front of the club house. At her right is Mrs. Dora Anderson, corresponding secretary, while in the background are, left to right: Mmes. Henry Erickson, treasurer; L. A. Hourigan, first vice president; W. B. McCoy, recording secretary; Robert Scott, second vice president; Art Grothe, historian.

agement of Mobridge chapter officers, with Mrs. Geo. B. Gallagher, club president, as general chairman, and Mrs. Henry Erickson, club treasurer, as financial chairman. The cooperation of all other service organizations, churches, clubs, and lodges of Mobridge and surrounding territory and nearby towns was solicited, and they have responded



The Mobridge canteen does a land office business each time the Olympian pulls in.

The Milwaukee Magazine

ing food for from four to five hundred men. The canteen seldom serves less than 200 men a day on the days it is open. Since the first of the year, all serving has been done from the club's attractively remodeled club house just across the depot platform where the train stops.

The canteen officers of Moberg Chapter of The Milwaukee Railroad Women's Club, under whose sponsorship the canteen was organized, and under whose management it has been operated, feel deeply grateful to the many contributors and willing workers of Moberg and elsewhere who have cooperated with them and made it possible to carry on.

Complimented by Chamber of Commerce

Having read the story of the service rendered by the Moberg Canteen, Theo. Wraga, executive secretary of the Watertown Chamber of Commerce, wrote to the Secretary of the Moberg Chamber of Commerce as follows:

"Your little city of Moberg should be congratulated upon the work that has been done there in the past 18 months by The Milwaukee Women's Club in and near Moberg. I am sure other communities could gain inspiration by reading the account of this service. It is such service as this that makes our boys glad they came from South Dakota."

The following is a typical letter addressed to the Moberg chapter:

"Hello Moberg—I sure want to thank you for the swell way you treated me when I got off the train at your town. I never enjoyed such a swell meal and I want to thank all of you for your thoughtfulness of us service men. I know you really put in a lot of long hours and hard work. I know I can speak for those who have stopped there, so thanks again and may God bless you all.

"Your friend,
"Pfc. B. L. Dresbach."

The Day of Two Noons

(Continued from page 5)

called upon to untangle the mess. The problem was solved by the city's adoption of a time ball system. However, this does not mean that all railroads operated in and out of Kansas City on the same standard of time or that Kansas City time was the same as the time of Omaha, St. Joseph, Topeka and other cities in that area.

Standard Time Proposed in 1828

Proposals for a uniform time system were not new. As early as 1828, Sir John Herschel mentioned the value of standard time. On Dec. 6, 1848, Greenwich mean time became the standard time of England, Scotland and Wales. One of the early advocates of standardization in this country was Professor C. F. Dowd of Saratoga, N. Y., who in 1869 proposed dividing the country into time zones, somewhat similar to what we have today. Several other scientific men advocated a uniform standard.

Like Mark Twain's observation that there had been a great deal of talk about the

weather but nothing had ever been done about it, nothing ever came of these proposals until the railroads took the matter in hand. The railroad movement may be said to have had its beginning on May 14, 1872, when the association which eventually became the Association of American Railroads held its first meeting at the old Southern Hotel in St. Louis. This was a meeting of railroad superintendents for the purpose of arranging a summer passenger train schedule. At the St. Louis meeting was formed the permanent organization which became successively the Time-Table Convention, the General Time Convention, the American Railway Association and finally the Association of American Railroads.

For many years the secretary of the General Time Convention and the American Railway Association was William F. Allen, managing editor of the *Official Guide*. In his capacity as secretary of the General Time Convention, Mr. Allen worked untiringly for the adoption of Standard Time. In the waiting room of Union Station in Washington, there is a large bronze tablet which gives William F. Allen the credit which is due him for his part in that very important achievement.

The plan which was adopted at the General Time Convention of Oct. 11, 1883, provided for five time zones—one, to be known as Intercolonial Time, in the Eastern provinces of Canada, and four in the United States, to be known as Eastern, Central, Mountain and Pacific Times. The four United States zones were based upon mean sun time on the 75th, 90th, 105th and 120th meridians west of Greenwich. These four meridians are approximately on the longitudes of Philadelphia, Memphis, Denver and Fresno. Having voted overwhelmingly for the adoption of the plan, the convention, through Secretary Allen, issued a notice, directing that all railway clocks governing the operation of trains throughout the United States be set to the new standard at exactly 12 o'clock noon, Sunday, Nov. 18, 1883.

Nationwide Adoption of New Time Took Time

Detailed instruction and recommendations were issued, giving the exact changes which were necessary for the various railroad companies to adjust their clocks and watches to the new standard, and similar information was furnished various cities. It was realized that the success of the plan would depend largely upon the cooperation of cities and towns in adopting the new time locally, and this was stressed by the General Time Convention and by railway publications. Newspapers and local public officials enthusiastically approved the change, and only here and there was there serious opposition to it.

Change, whether for the better or not, is always repugnant to some persons. The greatest time-jump in all history was the change from the Julian calendar to the Gregorian calendar in 1672, by which the 3rd of September became the 14th of September. This radical reform led to riots. A mob followed the ministers' carriages with sticks and stones, crying out "Give us back our 11 days."

And there were those in this country who felt that they were being robbed of some of

their daylight, or that they were being compelled to reckon time "contrary to nature."

Five days before Standard Time was to go into effect, the attorney general of the United States issued an edict that government departments had no right to adopt railroad time until authorized to do so by Congress. However, this edict did not prevent the railroads from putting Standard Time into effect. But apparently the attorney general could not or would not believe they would do it, for a few hours after Standard Time went into effect, he went to the railway station to take the train for Philadelphia and was greatly astonished to find that he was 8 minutes and 20 seconds too late.

November 18, 1883, was called the "day of two noons" by reason of the fact that in the eastern part of each time zone there was a noon based upon sun time; then clocks and watches were set back from 1 to 30 minutes to the new Standard Time, so that there was another noon when the Standard Time in the community reached 12:00 o'clock.

Standard Time Accepted

The American people soon came to accept Standard Time without question, and it has since spread to other lands until today it is in almost universal use.

It is an interesting fact that the method of reckoning time instituted by the railroads in 1883, although adopted and used by the federal government and the states, cities and towns throughout the country, was put into effect without federal legislation of any sort. It was not until 35 years later—on Mar. 19, 1918, during the first World War—that Congress passed what is known as the Standard Time Act.

Since the Standard Time Act was passed, the Interstate Commerce Commission has made several important changes in the boundaries of time zones, one of the latest being the transfer of Michigan proper and western Ohio from the Central zone to the Eastern zone.

A bill was passed by Congress providing for Daylight Saving Time throughout the country for the purpose of conserving fuel and electrical energy in the recent national emergency. This simply put the country ahead an hour without disturbing the present four-zone Standard Time system. It is a great improvement over the confusing hodge-podge of daylight saving systems formerly superimposed upon our Standard Time system.

At his wife's request, a statistician gave up his Saturday golf game and spent the afternoon with the children. When the wife returned from shopping, he presented her with the following report:

Dried tears—9 times.
Tied shoes—13 times.
Toy balloons purchased—3 per child.
Average life of a balloon—13 seconds.
Cautioned children not to cross street—21 times.
Children crossed street—21 times.
Number of Saturdays I will do this again—0.

Look out for your tongue. It's in a wet place and might slip.

MILWAUKEE SHOPS

Store Department

Earl L. Solverson, Correspondent

Earl W. Wanty, seaman 1/c, better known as Twinkle Toes, recently paid a visit to the shops after two years in the Pacific area as a mail clerk on the carrier USS Enterprise. First time home in two years. Has eight battle stars. Looks fine. Expressed his thanks for the company's check, the Milwaukee Magazine and the Victory Committee Briefs and packages.



Earl W. Wanty

Howard Kreuzer, former clerk of the DSK office, paid a visit to the office after receiving his honorable discharge from the Army Air Corps. He completed more than 60 missions over Europe. He decided it was time to get married and settle down. His former co-workers extend their sincere wish for a happy and fruitful married life.

No word has been received from Ronnie (Buck) Ormson since April when he was assigned to duties in the Pacific area, after 25 months in the European Theatre. Hope to hear from him soon that all's well.

Peter Peterson is still assigned to Peterson Field at Pueblo, Colo. as an instructor in the Army Air Corps. He made application for B-29 training, after more than 50 missions in Europe.

Pfc. Norbert Kubiak writes from Camp Gruber, Okla. that it is a swell place with white buildings, paved streets, and grass all around. He recently returned from Germany and enjoyed a 30-day furlough.

(T/T) Frank Brewa earned the distinguished rank of "Private" after visiting Paris on an overnight pass. Missed the truck back to camp, reported to the M. P.'s and obtained an order to leave in the A.M. but missed the train and enjoyed an extra day. Hopes to be returned to the States in the near future.

Steve Laday wrote from Mehlem, Germany, 30 miles south of Cologne, on the Rhine, that he has insufficient points but may be sent home due to age (39).

Norman Bakken writes from the P. I. that he received a letter from J. T. Kelly and others. Had a nice chat with a nurse who has resided in Milwaukee. Has 80 points and is patiently waiting for a change in policy and the trip home.

Hubert (Casey) Gorman states that he now has the required number of points, due to several awards received, and is hoping to return to work on the Milwaukee Road.

Francis Rainer returned to work at Davies yard recently, after more than four years in service.

Harold Stremlau is still in Pisa, Italy. Received the July issue of the Milwaukee Magazine and enjoyed all the home and shop news. They are awaiting orders and cannot get a pass out of the camp. Expects to be on his way soon.

Leo Flayter in the Ryukyus Islands writes that he receives the mail and papers but the best news was a letter from his wife informing him that he will be a papa in the near future. He is also counting the days.

Eldred E. Champion has returned after about four years in various parts of the world. He is now operating the printing machines in the GSK office.

The Milwaukee Road Hiawatha Service Club had an ideal day for its annual picnic on Sunday, July 29, at Old Heidelberg Park. Only 83 half barrels of beer were consumed plus all the other confections. The handling of the beer was a decided improvement and it appeared that everyone was satisfied. Several thousand attended. It was very hard work for the committee, who deserve thanks and credit.

Charles Crotty, chauffeur, is the father of a baby girl, Monica Bridget Crotty, born on Aug. 2. The mother is the daughter of E. H. Bannon, superintendent of Terminals. They report all's well. Charles will now have to take his turn on the night shift when Monica asks for "service".

The store department completed its inventory on July 31. Many worked hard to get everything in shape. With the help of boys from the high schools, this could be done.

The whistles are blowing (6.05 p. m.) which I assume means that V-J Day has arrived. How can you expect anyone to hang around and write more.

Locomotive Department

Ray Stuart, Correspondent

The shop has reopened after the vacation period—it's the first time in Milwaukee Road history that the shop employes have enjoyed a two-week vacation, and how they enjoyed it! After one week the "fish stories" are really good, but you can imagine after two weeks they reached an all-time high. But then there are some fishing tales that are really authentic: Mr. and Mrs. Harry Bates, machinist, and Mr. and Mrs. Al Wallwitz, machinist, spent their vacation at Lake Winnebago and Al



BACK ON THE JOB. Anthony Radke has returned to his job as tinsmith at the shops in Milwaukee after almost three years in the navy; he was a shipfitter 3/c. Serving aboard the cruiser Philadelphia, he took part in five major invasions and received three citations, two commendations and one meritorious award. He visited a number of points in North Africa and his ship was in the fighting at Salerno and Anzio, Italy; in the latter battle, his ship lost its bow. He also spent some time at ports in the West Indies.

comments, "They sure were biting." Of course, that's a rather general statement. Someone else told us that, too—however, they weren't referring to fish, just some mosquitoes that happened to be in the vicinity.

Wedding bells were ringing during vacation, announcing the good news about Charlie Mayer, machinist, and Gertrude Mokate, who were married on July 17 at St. Matthew's Church, Milwaukee. Reception was held in the evening at the Ambassador Hotel.

Mary Anderson took her first airplane trip when she flew from Milwaukee to Minneapolis.

S/Sgt. and Mrs. Milton F. Bates and their two-month-old son recently paid a visit to Milton's parents, Mr. and Mrs. Arthur Bates. This was the first time they had seen their grandson—and Grandpa and Grandma were mighty proud about it all. Art is a machinist in the upper machine shop and Milton was a machinist apprentice prior to his entry into military service. He was last stationed with the 813 A.A.F. Base Unit at Warrensburg, Mo.

Juan Gonzales, who is acting as interpreter for the Mexican nationals employed at the shop, decided to visit some of the interesting spots in Wisconsin instead of spending his vacation in his native Mexico as he had originally planned. He has always been telling us of the beautiful scenery in Mexico, particularly in and around Mexico City, but said Mother Nature was equally generous with her beauty up here, particularly in the northern section of the state.

Superintendent of Motive Power Office

We are glad to report that Earl Williams is back to work looking fine and healthy as ever. Six weeks is a long time and it's good to see him at his desk again.

We have just learned of Art Hampel's passing away. It's unbelievable. The man who was going to celebrate his 51st birthday on Aug. 13 is gone. Just the other day he was telling us of the nice "get-together" they were planning for his family and friends. Yes, indeed, they will be getting together—to pay their final tribute to a regular fellow, the man who always had a smile and never failed to greet you with "how-do"; the gentleman who did favors for everybody; the fellow who seemed to find that everything was "kopasetic," his favorite expression meaning that everything was fine. Next month he would have been with the railroad 35 years, a long period of service marked by faithfulness in his work, loyalty to his company, and a fine sense of friendship to his fellow employes.

Foundry

The foundry again resumes operation after the shut-down period. All men feel rested and have their vim, vigor and vitality restored. Of all the fish stories we heard, the one that heads the list is the one about Paul Skrbac, molder in the general foundry. It seems that he had to use the oars to keep the fish from jumping into the boat. He had so many fish in the boat that he had to row back to shore or there wouldn't have been any room for him. That was at Lake Figs.

Ray Sear, former foundry clerk, returned from the European theater on a 36-day furlough. He has not lost his hearty laugh although he has lost a bit of weight. He is scheduled for the Pacific area, and we all wish him luck plus a "come back soon."

On the retiring list this month we have our very faithful friend, Wenzel Wirth.

The Milwaukee Magazine

He is going to take life easy now and enjoy himself. He has been with us since 1906—a long time. A good worker, never losing much time. The members of the foundry say "So long, Wenzel, enjoy yourself, and the best of luck to you."

COAST DIVISION

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent
Local Freight Office

Al Baker, who for some time has been transit rate clerk in the local freight office, has been promoted to the position as rate clerk in the office of General Freight Agent R. C. Sanders. His place has been taken by Ed Hart, who was out-bound rate clerk, and Mr. Hart's place was taken over by Dorthree Malm, who was formerly on the transit rate desk.

Guy E. Anderson, assistant freight agent, was operated on in the Providence Hospital on July 16. He is at home at the present time and is reported doing nicely; it was expected he would be back on the job by Sept. 1. This is one way Guy figured of getting a vacation.

Jewell Campbell, storekeeper 3/c, was released from the Seabees on July 20. He is at present on a trip to his old home in Kansas, visiting his father and mother, and will do some fishing around Denver while on leave. He expects to report for duty in the local freight office within the next 60 days.

Sgt. Gordon Davis, our former abstract clerk, returned July 22 from London, where he has been assigned to confidential duties in the adjutant general's office since May 25, 1942. He left on July 27 for Camp Gordon Johnston, Fla., and will attend an adjutant general's school at Camp Lee, Va.

John S. Jackson, warehouse checker for the past 25 years, died at his home on July 30. He leaves his widow, Stella. The entire Milwaukee family extends heartfelt sympathy to the bereaved.

Miss Frances Fraher, formerly of the bill room, was married in Moberge, S. D., her home town, to William Grainger of Newark, N. J. Mr. Grainger has been in the service for the past four years and a good share of that in the South Pacific. They will make their home in Newark, N. J., after the war.

Pfc. Dan P. Cartwright, Engineer Corps, returned from Europe on Aug. 2. He is enjoying his 30-day leave by looking over the old haunts such as Van Asselt yard



BACK ON THE JOB. Edgar (Ike) Rome, who was a technician fourth grade with the 109th Combat Engineers, 34th Infantry Division, is back on his old job in the blacksmith shop in Milwaukee after four years. He earned 124 discharge points during that time, including six battle stars. The battle stars represent no picnic, he says. In March, 1942, he was part of a convoy of troops headed for North Ireland, but the ships were recalled and before actually making the trip in May of that year he had time to take an army course in radio, which included learning Morse code. He trained for invasion in Scotland, remaining there until the actual invasion of Normandy. "From there on it was all fight," he says, "and the going was tough, but we finished the job by winding up in northern Italy. I am mighty glad to be back home with my pals again, and thanks to all who remembered me."

office, and renewing old friendships before he has to report at Fort Leonard Wood, Mo.

Miss Lois E. Linda, daughter of Engineer Joe F. Linda of the Trans-Missouri Division, is one of our new electromatic operators and Marjory E. McFarland, daughter of Conductor W. E. McFarland of Moberge, is also with us as an electromatic operator.

Anne Hensel, who has been one of our GBL clerks for some time, has taken a position in the assistant freight claim agent's office. Her position has been filled by Ollive Swift.

Patricia McFarland returned to her old position in the cashier's office on Aug. 9 after several weeks at her old home in Moberge, S. D., where she underwent a tonsil operation.

Word has just been received from E. J. Hyatt that his son, Robert, who at one time was one of our yard employes, is in the Kennedy General Hospital, Memphis, Tenn., with a very bad leg. Sgt. Hyatt and 11 other boys crashed their B-24 in England on Feb. 19. Ten of the boys were killed instantly, but Robert and the pilot survived. Robert has no permanent injury but will be unable to use one leg for probably a year and a half.

The local freight office employes enjoyed a very pleasant lawn party at Lincoln Park on the evening of Aug. 9. Agent Ludwick acting as toastmaster, or speaker, of the evening. The bill room trio composed of Misses Baskett, Nicola and Randall entertained with their choice songs. There was a ball game, noise makers and all kinds of sports. The eats committee was composed of Mildred Fetters, Kathy Mahoney and Mrs. J. T. Nordquist, assisted by many others. In all, the party was a complete success.

Seattle Yards

F. J. Kratschmer, Storekeeper
Correspondent

Car Foreman A. W. Kaeding took a much needed rest the last week in July. Al says he just stayed at home, although he had all his fishing paraphenalia packed in the car, just in case the bug should bite him.

Section Yard Foreman S. O. Wilson enjoyed a two-week vacation beginning Aug. 1st. Sam wanted to forget all about his work, so he journeyed up to British Columbia, and visited in Victoria and other points.

Quite a number of service men have taken jobs around Seattle yard recently. They have been employed as switchmen, checkers and on the car repair tracks. Fine looking bunch of fellows, too, and good workers.

George Dolan, machinist at the Roundhouse, visited relatives at Bremerton Navy Yard during July. George then took off a few days to catch up with some of his home work.

Mike Herman of the yard office took advantage of his vacation to paint his house and do a lot of other work around home.

The boys in the yard office are always glad to see Switchman Warner Baker drop around early for work. Baker has been

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The staff of the Seattle local freight office came out into the sunshine and had its picture taken recently. Seated in the foreground are, left to right: Frank C. Bell, record clerk, who has been in service 54 years; Mrs. A. DeGarmo, wife of freight service inspector; J. R. Ludwick, freight agent; A. DeGarmo, who has been with the company 52 years.

**Traffic Tip Cards Submitted During July, 1945
as Reported by Division Offices**

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Chicago General Offices					Iowa and Dakota Division				
Abrams, R.E.	Frt. Clm. Dept.	Chicago, Ill.	1		Anderson, J.L.	Stn. Attendant	Parker, S.D.	1	
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.		19	Cline, Mrs. P.M.	Wife of Tkt. Clk.	Sioux City, Ia.	1	
Dreher, Elsie	Clerk, Frt. Aud.	Chicago, Ill.	1		Flynn, Helen H.	Gen. Clerk	Sioux City, Ia.	1	
Graves, Vila M.	Asst. Secy.	Chicago, Ill.		4	Serakos, Chris	Icing Laborer	Mason City, Ia.	1	
Hall, L.	Clk., Frt. Aud.	Chicago, Ill.	1		Sizer, R.E.	Trainmaster	Mason City, Ia.	1	
Hammel, W.F.	Clk., Frt. Aud.	Chicago, Ill.	1		Weiland, E.A.	Engineer	Sioux City, Ia.	1	
Linden, E.J.	Asst. Aud. Sta.	Chicago, Ill.	1		Woodhouse, W.H.	Baggage man	Mason City, Ia.	2	
	Accts. & O/C Clms.	Chicago, Ill.	1					8	0
Lowry, Frank C.	File Clk., Trustee's Off.	Chicago, Ill.	1		Iowa and Southern Minnesota Division				
May, E.M.	Asst. Frt. Aud.	Chicago, Ill.		1	Bachtold, G.J.	Sect. Foreman	Albert Lea, Minn.	1	
Reed, V.W.	Chief Clerk	Chicago, Ill.		2	Bealty, V.L.	Steno-Supt's Office	Austin, Minn.	1	
Winter, C.H.	Asst. to Gen. Supt. Transp.	Chicago, Ill.	1		Burke, L.R.	Agent	Pipestone, Minn.		2
			7	26	Dosey, E.H.	Cashier	Bloomington, Minn.		29
Chicago Terminals Division					Hayes, Albert	Operator	Albert Lea, Minn.	3	
Bishop, N.	Asst. Agent	Galewood, Ill.		3	Holden, Helen M.	Agent-Operator	Houston, Minn.		2
Boeck, H.F.	Chief Clerk	Galewood, Ill.		7	Johnson, Charles	Agent-Operator	Sherburn, Minn.	2	
Borman, H.A.	Rate Clerk	Galewood, Ill.		2	Keck, Harry J.	R.H. Foreman	Austin, Minn.		5
Brown, H.	Rate Clerk	Galewood, Ill.		3	Peterson, R.A.	Agent-Operator	Winnebago, Minn.		1
Dyba, T.	Clerk	Galewood, Ill.		1	Rogers, Dorothy	Student Operator	Austin, Minn.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.		1	Schulze, R.W.	Operator	Pipestone, Minn.		1
Ewing, J.J.	Clerk	Galewood, Ill.		4				8	40
Goldberg, George	Mech. Dept.	Bensenville, Ill.	1		Kansas City Division				
Hanson, L.	Clerk	Galewood, Ill.		1	Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	1	
Hanson, H.	Clerk	Galewood, Ill.		1	Grubbs, Mrs. Perry	Wife of Condr.	Ottumwa, Ia.	1	
Kerwin, J.J.	Rate Clerk	Galewood, Ill.		4	Ward, C.L.	Clerk, Frt. Hse.	Ottumwa, Ia.		1
LeMire, G.E.	Rate Clerk	Galewood, Ill.		95				2	1
Oertering, J.J.	Rate Clerk	Galewood, Ill.		15					
Van Alstine, S.	Clerk	Galewood, Ill.		1					
Willison, H.	Asst. Chf. Clk.	Galewood, Ill.		3					
			1	141					
Coast Division					La Crosse and River Division				
Anderson, Millie	Clk., Frt. Office	Tacoma, Wash.	1		Blanchfield, E.C.	Cashier	Merrill, Wis.	1	
Christin, Mrs. R.	Wife of Loco.	Tacoma, Wash.		1	Frazier, I.L.	Rate Clerk	Merrill, Wis.	1	
	Engr.	Tacoma, Wash.	1		Frye, M.J.	Chief Clerk	Merrill, Wis.	1	
DeGuire, C.E.	Clerk	Tacoma, Wash.	1		Karow, C.A.	Cashier	Winona, Minn.	2	
Nicola, Doris E.	Ry. Clk., Loc. Frt.	Seattle, Wash.	1		Karow, Mrs. D.C.	Exp. Clk. - Steno.	Winona, Minn.	2	
Paulson, G.I.	Machinist	Tacoma, Wash.	2		Kehoe, Mrs. E.L.	Widow of Opr.	Watertown, Wis.	1	
Sargent, Juanita	Switching Clerk	Tacoma, Wash.	1		Owecke, H.A.	Rate Clerk	Winona, Minn.	2	
Trautman, Jean	Outbound Bill Clerk	Seattle, Wash.	1		Ruder, George	Warehouse Frmn.	Merrill, Wis.		1
			8	0	Ruder, William	Yard Clerk	Merrill, Wis.		1
					Schaad, Gregory	Trucker	Merrill, Wis.		1
					Shearer, Wm. C.	Ret. Engineer	Watertown, Wis.	2	
					Singer, J.W.	Telegrapher	Merrill, Wis.	1	
					Stien, John M.	Ret. Conductor	Watertown, Wis.	2	
								15	3
Dubuque and Illinois Division					Madison Division				
Collins, Francis A.	Brakeman	La Crosse, Wis.		1	Blethen, W.W.	Stenographer	Madison, Wis.	2	
Dubmeyer, A.	Cutter	Dubuque, Ia.		4	Coleman, James F.	Clerk-Retired	Madison, Wis.	3	
Knaus, Matthew	Cutter	Dubuque, Ia.	1		Eller, B.L.	Agent	Palmyra, Wis.	1	
Kurt, Francis B.	Clerk	Waukon, Ia.	7					6	0
Lange, Stacy	Conductor	Dubuque, Ia.	1		Milwaukee Division				
Long, Wm. E.	Ret. Machinist	Savanna, Ill.	1		Ehr, John	Trackman	Horicon, Wis.	1	
Meyers, Leonard	Baggage man	Savanna, Ill.	1		Folkman, Otto	Trackman	Horicon, Wis.	1	
Millar, Lucille	Clerk	Dubuque, Ia.	6		Harper, Vernon	Trackman	Horicon, Wis.	1	
Sorenson, Hans	Ret. Carman	Savanna, Ill.	1		Lentz, Adelbert	Trackman	Horicon, Wis.	1	
Stafford, Wm. A.	Clk., DF&PA Off.	Dubuque, Ia.	1		Little, R.	Conductor	Horicon, Wis.	1	
Thompson, L.E.	Chauffeur	Dubuque, Ia.	2		Noel, M.E.	Roadmaster	Horicon, Wis.	1	
Urmacht, H.A.	General Foreman	Dubuque, Ia.	2		Nungesser, C.L.	Conductor	Horicon, Wis.	1	
Withhart, F.M.	Baggage man	Savanna, Ill.	13		Olson, A.H.	Roadmaster	Horicon, Wis.	4	
Youngblood, L.A.	Loco. Dept.	Marquette, Ia.	2		Whitty, Hazel	Maint. Clerk	Horicon, Wis.	1	
			38	11	Willers, John	Track Foreman	Horicon, Wis.	2	
								14	0
Hastings and Dakota Division					Milwaukee Terminals and Shops				
Campbell, Dwight	Solicitor	Aberdeen, S.D.	1		Adams, Charles S.	Welder	Milwaukee, Wis.	1	
Geiser, R.M.	Relief Agent	Fairmount, N.D.	1	1	Gordon, G.D.	Loco. Dept.	Milwaukee, Wis.	1	
Kane, W.J.	Chief Clerk	Aberdeen, S.D.	1		Liebnow, E.H.	AAR Clerk	Milwaukee, Wis.	3	
Lilly, Elaine	Roundhse. Clk.	Aberdeen, S.D.	1		Starosta, Joseph	Asst. Car Foreman	Milwaukee, Wis.	1	
McCarthy, C. Ruth	Clerk-Steno.	Aberdeen, S.D.	1		Verban, Mildred	Steno., Store Dept.	Milwaukee, Wis.		2
Patterson, Patricia	Clerk-Steno	Aberdeen, S.D.	2		Waldman, John Sr.	Stationery Stkpr.	Milwaukee, Wis.	1	
			6	1				9	0
Idaho Division					Rocky Mountain Division				
Allen, C.F.	Track Dept.	Spokane, Wash.	1		Cedarholm, Brude	Operator	Lewistown, Mont.	1	
Faestel, M.N.	Brakeman	Spokane, Wash.	1		Finkbner, S.W.	Carman	Lewistown, Mont.	1	
Hoyt, E.M.	Engineering	Spokane, Wash.	2		Jenks, Vern	Conductor	Lewistown, Mont.	1	
			4	0	Mundt, Ed	Car Foreman	Lewistown, Mont.	1	
					Myers, G.L.	Freight Office Clerk	Great Falls, Mont.	2	
Iowa Division									
Bryant, Mrs. L.B.	Wife of Chf. Clk.	Council Bluffs, Ia.	1		Newbury, Mabel	Asst. Supt.	Lewistown, Mont.	1	
Curran, Francis	Rate Clerk	Cedar Rapids, Ia.	1		Nummerdor, C.A.	Rate Clerk	Lewistown, Mont.	1	
Miller, L.J.	Agent	Springville, Ia.	2		Reuther, Ann B.		Lewistown, Mont.	1	
Vosburgh, E.O.	Engineer	Cedar Rapids, Ia.	1					9	
Waln, R.A.	Sig. Maintainer	Paralta, Ia.	3						
			8	1					

Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frts.
Off Line Offices and Miscellaneous Group				
Welch, J.W.	Asst. Secy-Treas.	New York, N.Y.	1	0
Seattle General Offices				
McClain, Keith E.	Secy. to Gen. Mgr.	Seattle, Wash.	1	
Herritt, L.C.	Chf. Clk-Adj.	Seattle, Wash.	4	
Meyer, H.A.	Supt. of Transp.	Seattle, Wash.	1	
Morgan, Isabelle M.	Steno., Traffic	Seattle, Wash.	1	11
Strassman, J.N.	Auditor	Seattle, Wash.		11
			7	11
Superior Division				
Brasure, L.W.	Engineer	Green Bay, Wis.		1
Goodell, A.R.	Agent	Lena, Wis.	1	
Herrman, M.B.	File Clk.-Steno.	Green Bay, Wis.	1	
Johnson, Julia	Clerk	Green Bay, Wis.	1	
LaVeau, F.J.	Agent	Republic, Mich.	1	
Liese, A.W.	Agent	Appleton, Wis.	1	
Miskimins, R.R.	M.M.T.C.	Green Bay, Wis.		1
Procter, W.E.	Switchman	Green Bay, Wis.	1	
Robbins, W.S.	Conductor	Green Bay, Wis.	1	2
			7	2
Terre Haute Division				
Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		26
			0	26
Twin City Terminals Division				
Dunn, R.J.	Sig. Maintainer	St. Paul, Minn.	1	
Olsen, Gloria	Messenger	Minneapolis, Minn.	1	
			2	0

Number of Traffic Tips Reported During July, 1945

Division	Passenger Tips	Freight Tips	No. of Tips
			per 100 Employees
Seattle General	7	11	9.3
Chicago Terminals	1	141	4.6
Iowa & S. Minnesota	8	40	4.4
Dubuque and Illinois	38	11	2.9
Terre Haute Division		26	2.3
Chicago General	7	26	1.3
Milwaukee Division	14		1.1
Superior Division	7	2	1.1
Madison Division	6		0.8
Rocky Mountain Division	9		0.8
La Crosse and River	15	3	0.7
Idaho Division	4		0.6
Coast Division	8		0.5
Hastings and Dakota	6	1	0.5
Iowa Division	8	1	0.5
Iowa and Dakota	8		0.4
Kansas City Division	2	1	0.3
Milwaukee Terminals	9		0.2
Twin City Terminals	2		0.08
Miscellaneous	1		0.07
Trans-Missouri Division			
TOTALS	160	263	1.2

(Continued from page 25)

service in both World Wars, and he always has an interesting story to tell.

Ivan Hawley, write-up man on the car repair tracks, after being released from a local hospital, took a trip to Rosario Beach up near the straights, and spent several days there resting up. Ivan says there were a lot of big ones pulled out of the water by fishermen, but he did not participate.

And now that the summer is getting well along, it is time to begin thinking about the fall sports. How about that Milwaukee bowling team? Is it going to materialize this winter?

Tacoma

R. R. Thiele, Correspondent Agent's Office

Telegraph operator R. E. Lovejoy of Tacoma Junction and also local chairman of the division telegraphers, is very seriously ill at St. Joseph's Hospital of Tacoma.

W. T. Farnsworth, father-in-law of Train Dispatcher Beals, who has been on the retired list since 1937, is critically ill at Providence Hospital, Seattle.

Switchman H. R. Brown is recovering from an operation for the amputation of a toe from each foot, but has not yet returned to work.

Brakeman C. C. Davis is on a two-month leave of absence due to serious illness; we trust he will recover before the time indicated.

Ray Powels, the popular chief clerk at the local freight office, has sciatic rheumatism in one leg which makes it impossible for him to stand. He is confined to bed for the present.

Train Dispatcher Hitchcock was enjoying his vacation by erecting a new garage at his home here, when he slid from the roof of the garage and jarred himself seriously.

We beg to apologize for having missed reporting a wedding of interest to the Milwaukee family. On May 25 Ens. James F. Corbett, who, prior to entering the navy,

was a Coast Division brakeman, was married at Tacoma. The new Mrs. Corbett was formerly Maxine Kelley, who until her marriage was employed in the engineering department of the Boeing Company at Seattle.

We hear that Brakeman Harold Wheeler took a wife. We have not learned her name as yet, but understand that Mr. Wheeler did his share toward consolidating the railroads of the Northwest by marrying a clerk from the Northern Pacific. We hope that they will always have a friendly word for each other's railroad.

Juanita Sergeant of the local office force married Lieutenant Steffen of the army on July 28. The girls at the office gave a party in her honor and chipped in for a present to the new couple; we join in the congratulations and offer our best wishes.

George Russell of the baggage office spent his vacation traveling through Oregon and

into California; he had never been to California, oddly enough. The Russells enjoyed it to the limit; but, sad to relate, vacation memories filled George's mind so completely that when he got back and went to work he couldn't for the life of him remember the combination of the safe and had to send for one of the other clerks to open it for him.

Mr. Yost of the store department is a grandfather again, his son having become a daddy once more.

Mr. Rudolf Kilgas, boilermaker at the shops, has at last listened to the demands of nature and has seen fit to take out his pension. We have known Mr. Kilgas for 27 years and feel sure he has earned his pension. We wish him a long and peaceful retirement.

Wm. Ackerson is now the relief yardmaster in place of Dahl who has gone back to switching.

T. M. Marshall, passenger brakeman on the Coast Division, has now applied for retirement; we hope he will enjoy it.

Ed Alleman, son of Board Clerk Helen Alleman, is now the proud father of a baby girl; at least we think he will be proud when he hears the news. At present he is somewhere in the southern Pacific Ocean. Mother and daughter are both doing very well; and so is P. J. Alleman, our former agent at the local office, to whom also our best wishes on the achievement of great-grandfatherhood.

Eldon Cowling (son of Switchman Cowling) with his wife and little boy are now at Camp Claiborne, La. He joined the railroad detachment in March, but may be released before long on account of the great shortage of railroad men. Sgt. P. L. Cowling, a brother, is now at Liege, Belgium, but may be home by September or October. A joyful reunion, say we all.

Sadie Van Classen, laborette at the store department, is back from California after a visit with her husband, who is serving in the merchant marine.

Carl Swanson and N. E. Larson, carmen, both took their retirements Aug. 1. Congratulations and best wishes!

G. G. Garrison, formerly mechanic in the car department, has been promoted to be



NATIONAL SAFETY COUNCIL

assistant foreman in the coach yard. We hope to see him rise right along.

Listen to this: Herbert Coon, R. D. Carrell, F. LaVecchio, Don Sullens, M. Mell, John Dunn, Ed Czabola, A. Bukauskas, E. Chiddistee, E. Andal—these are the names of soldiers now working in the car department.

Percy Daniels is a new porter at the passenger station, replacing Al Black; Black wanted to be near good steaks and so went to Carstens Packing Co.

Robert C. Ramsay is a new stenographer in the car department, relieving Mrs. Ann Kline who retired in July. Mr. Ramsay is one of the first soldiers to be re-employed.

Assistant Trainmaster Herzog and wife made a hurried trip to San Francisco in June where Herzog represented the Milwaukee in a Railroad Retirement Board meeting in connection with the manpower shortage.

O. C. Cardle, warehouse foreman at the local office, is now on his vacation. Rumor has it that he took his overalls home with him, the presumption being that he intends to give his house a thorough cleaning. The result will be apparent in our next correspondence, when Brother Cardle will appear in a new role. The rest is secret for the time being.

Barbara Brownlee, daughter of Mrs. Frances Sommers, stenographer in the superintendent's office here, is now attending the telegraph school at Miles City under Tug Wilson and will be employed on the division.

Cliff James, of the car department office here, affectionately known to his many friends as Cow Pasture Charlie, recently brought to the office one of the finest and sweetest magnolia blossoms ever seen here and raised by himself; it measured about 10 inches across.

The veil of secrecy being now lifted on the atomic bomb, it is now permissible to reveal that Hanford, Wash., on the White Bluffs line, has been (and is still) one of the key towns in the mystery.

At the time of the London blitz a lady was walking along the street during a thunder storm. Suddenly there came a terrific clap of thunder and she jumped as if shot. "It's all right, lidy," a passing newsboy volunteered. "It ain't 'tiler, it's Gawd."



Pfc. Lyle Osberg, T/5 Frank J. Poiffer, T/4 Raymond Duffy and Cpl. Robert W. Leko (left to right), recently took 30-day furloughs at the same time and went straight to South Minneapolis for a visit. Forty hours flying time brought them from Abadan, Iraq, to Presque Isle, Maine, where they arrived on July 25; they went through the receiving station at Camp McCoy, Wis., before going home. They spent 33 months together in the desert with the 711th Railway Operating Battalion. Duffy says it was very unglamorous; he would rather be back firing a Milwaukee locomotive on the LaX&R Division. Poiffer, formerly a yard conductor in South Minneapolis, was one of the battalion cooks. One of the highlights of the sojourn for Osberg, former yard conductor at South Minneapolis, and Leko, acting yard master, was the quelling of a native riot, assisted by three British sergeants. According to an agreement with the government of Iraq, all American personnel must be out by Nov. 1.

TWIN CITY TERMINALS

St. Paul Freight House

Allen C. Rothmund, Correspondent

Pfc. Vince Miller has returned from the battlefields of Europe and is back at work as a clerk in the freight office.

The serious housing shortage has reached Edith Jahnke, wife of George Jahnke, seaman 2/c, now overseas. If you know of any vacancies, please let her know.

Sam Adams of the cashier's office entered the hospital at the conclusion of his vacation.

Ralph Wotschke, with over 25 years service at this office, resigned recently to enter a business of his own.

May I remind the returning Milwaukee Road service men to get in touch with me. The editor of this Magazine wants your picture.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent
Car Department

Service Men Notes

Cpl. Arnold Olson, stationed with Army Air Forces near El Paso, Tex., visited home folks on recent furlough prior to overseas duty. Pvt. Edward G. Ryberg, with railroad maintenance battalion working on railroad cars near Camp Edwards, Mass., reports extensive repairs to coaches for movement of troops westward. Seaman Edward Olson, formerly car inspector at freight repair yard, received honorable discharge from the navy on July 11 and will return to work soon.

Births

A baby boy, to Mr. and Mrs. Henry J. Myrtvedt, on June nineteenth. They expect to give him a Duluth vacation in September. Mother is fine and father hopes Junior will be a car inspector.

Appointments

Edward L. Erickson, as wrecking foreman, succeeding A. Tweder retired. Floyd M. Manser as assistant foreman on our light repair yard, Minneapolis shops.

Welcome to Julius Wirth, appointed assistant coach yard foreman at Minneapolis coach yard, working nights. Mr. Wirth for-

merly was traveling electrician working from Russell Harrington's office.

Deaths

Sympathy is extended to surviving relatives of:

Gustav Hansen, age 66 years, who passed away on July 21 following three months illness; Mr. Hansen had worked as carman for the past 25 years.

Mrs. Anton Foss, wife of Carman Anton Foss, who passed away July 26.

Mrs. William Makousky, wife of William Mackousky, tinsmith, who passed away Aug. 3.

Vacations are nearly over, with many useful home jobs having been accomplished. Chief Clerk Laird painted his garage; Elaine rested at the lake (?). Ella is canning and will visit Duluth; Lois will see if Davenport looks the same; Foreman Penn painted his home; Demmers visited Aberdeen; Erickson is boating; Garvey reviewed Lake Street; Weatherell is visiting his son in Denver; Peck went fishing; Hollingsworth visited home in Beloit and then returned a few weeks later due to the sudden death of his father.



BACK ON THE JOB. Pfc. Vincent J. Miller returned to his job as clerk in the freight office in St. Paul on July 23 after more than three years in the army. He fought through the Sicilian campaign, the battles of Naples, Foggia, Rome, and Arno as well as in southern France, the Rhineland and the Ardennes. He served with the 359th Infantry Division and was twice wounded, receiving the Purple Heart Medal with one Oak Leaf Cluster.

South Minneapolis Locomotive and Store Depts.

Thelma Huff, Correspondent
Office of Shop Superintendent
South Minneapolis

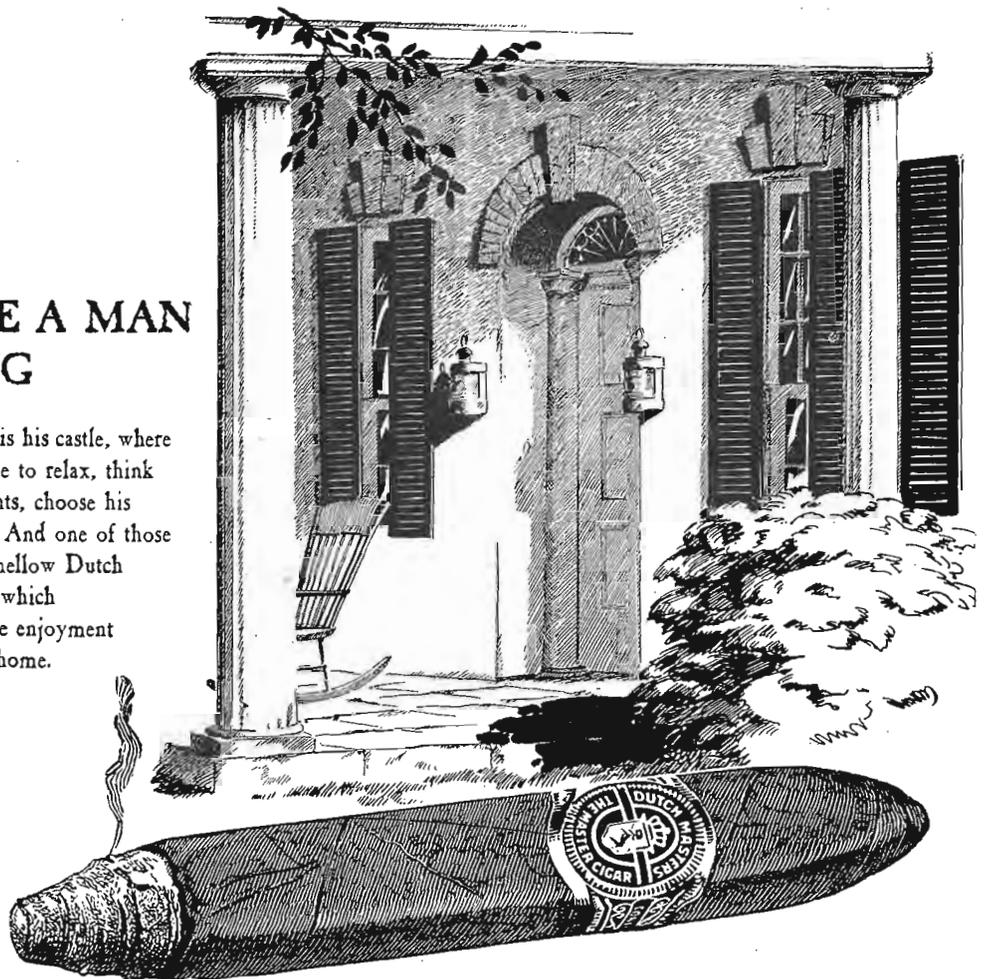
Coming events cast their shadows before them and the several homecomings of the military the past month give us a pleasing insight into the weeks to come. Among our visitors were:

S/Sgt. Henry Johansen after 39 months with the 8th Air Force Service Command in England, repairing damages sustained by 1800 planes at their particular hangar which had received major battle damage. Henry was attached to the ground crew called Hell's Angels and the men from the field, Molesworth were credited with 3 missions. This field is located about 30 miles north of London. For diversion they often hopped their bicycles and went "pubbing", sometimes as far as 18 to 20 miles. On one 45 mile jaunt, they passed Fotheringay Castle, where Mary, Queen of Scots was beheaded. Henry said it looked like nothing more than a pile of rock. Some bulldozer might have thrown into a heap. On getting his furlough, his first hop was to Casablanca—thence direct to Miami by plane. When the S/Sgt was in the office on July 23, he stated he had been assigned to Air Transport Command and was awaiting further orders.

As in numerous other cases, the incidents related to us smack of real adventure for our Minneapolis apprentice boys, and again we glean from a chat with T/Sgt.

WHERE A MAN IS KING

A man's home is his castle, where he is king—free to relax, think his own thoughts, choose his own pleasures. And one of those pleasures is a mellow Dutch Masters Cigar which he enjoys where enjoyment is keenest—at home.



DUTCH MASTERS CIGARS

John S. Burke, 1020th Army Air Force Base Unit, that he spent 32 months as radio operator, mechanic and gunner on a B-17 Fortress. Burke was awarded four battle stars for service in Northern France, Normandy, Rhineland and Ardennes as well as an Air Medal with four Oak Leaf Clusters and a Good Conduct Medal. The former machinist apprentice was discharged from the army on July 3 but wasn't too sure he would return to the Milwaukee Road; he said, however: "Its pretty nice to be home. I've dreamed about it long enough". A brother, Don Burke, is with the army hospital service in France and still another brother, Bill, is wearing the navy blue, at present stationed temporarily at Seattle.

Home for the first time in 11 months, we gathered from conversation with A. J. Daraitis, A.C.M.M. 1/c, that he is doing all right for himself. Incidents which occurred in Paris, Trinidad, Argentina, etc., fell from his lips as if they were Buzzards' Roost, Toonerville or Hopkins. This young man must have sensed long in advance that there was going to be plenty of action, for he joined a whole year prior to Pearl Harbor. Daraitis, the son of Minneapolis Car Inspector Anthony Daraitis, left Minneapolis for Patuxent River, Md. and expects to continue overseas duty.

Winging in from Los Angeles, home never looked so good before to William Zimmerman, after an absence of 21 months. A 30-day furlough and then its back to Long Beach for Bill. Curiously enough, with over seven million men in the service,

Bill's path never crossed another Minneapolis in over two and a half years. Active service, for which five battle stars were awarded, carried him through many of the Pacific Islands. What keeps young Zimmerman busy is watching over the refrigeration on the U.S.S. Doyen, which is far from being a canoe. William Zimmerman, Sr. has been a machinist at Minneapolis roundhouse since 1921.

Former roundhouse clerk, Emil Jelinek, writes from Belgium: "You must come to Herbesthal some time. It's really quite a place—half German and half Belgian—where our entertainment consists of silent movies (with the script in French) left over from the days of Bill Hart and Pearl White.

When Les Soderman gets home we must try to remember that he prefers his foot-

ball games played in the rain. That is the way they do it in Manila.

Retired H&D Division Engineer Irvin Bucklin, whose son is chief engineer in the South Minneapolis power plant, died recently. Mr. Bucklin started working for the Milwaukee Road in the Minneapolis roundhouse about 1895 as a boilerwasher and then went firing on the H&D Division and after promotion ran an engine until a few years ago, when he retired. We are glad to know that he enjoyed a few years of leisure while retired.

Edward Kalina, who has been ill for the past year, died on Aug. 8, and was buried at Lakewood Cemetery on Aug. 13. Mr. Kalina has worked as a pipefitter at the Minneapolis roundhouse for almost 40 years, and three of his sons are employed there at present, namely, Bill, engine yard foreman; Edwin, locomotive truckman, and Clifford, machinist helper.

Electrician Frank E. Reed died on Aug. 10. He had been a Minneapolis shop employee since November, 1925. Burial was at St. Paul on Aug. 13.

Joe Kline, who served the road for nearly 25 years, died on Aug. 6. A brother, Mike Kline, is an H&D Division fireman. Joe was buried at Crystal Lake Cemetery on Aug. 8.

We were also sorry to hear of the death of Roundhouse Foreman J. C. Opie on July 24. Mr. Opie worked for the Milwaukee Road for approximately 45 years, starting as call boy at Austin, Minn., and serving his apprenticeship as a machinist at that point. He then was roundhouse foreman at Aberdeen, Montevideo, Minne-

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apolis and Wabasha. Mr. Opie was well known to the enginemen, particularly in the northern district, and will be missed by his many friends.

And now for news which we are happier to report: E. F. Tremayne, Minneapolis power house stationary engineer, is recovering nicely from a bit of surgery which took place at Fairview Hospital recently.

This is to announce that the new store department office boy, Don (Byron Nelson) Curtis is taking all comers. We overheard Welding Supervisor Axel Edlund challenging him to play Glenwood Course with a threat of beating Don's 74.

Show this one to your wife so she won't make the same mistake: Fred Ungert opened his lunch the other day and found that part of the loaf of bread his wife had left after making sandwiches supposedly for Fred. The sandwiches were at home in the bread box.

Bertha Burge wants Sgt. Ed Samoker to know just how much she and her family appreciate the special mission he made in search of some of her relatives in Wynegone, from whom they have had no word for almost five years. Samoker was successful in locating Bertha's cousin on the outskirts of that town and wrote how royally they treated him—even to "cognac". You may have heard that Eddie has been acting as yardmaster over in Belgium and doing a real job. Before joining up with the 74th R.O.B., he was a switchman at Southtown. The mission was accomplished through the courtesy of Lt. Ed Gongaware and Lt. Col. W. J. Hotchkiss, and Bertha's thanks to them is unbounded.

Meet the new special Apprentice, people!

The name is Robert

Maas. He was born

at Sheboygan, Wis.,

majored in mechanical

engineering at the

University of Wisconsin

and was graduated

in June of this year.

He is a hobbyist of

note and says that

prior to his university

days, he indulged in 11

at one time. As he named them, we

observed there was a definite trend toward

railroading—a few of them being: Learning

the names of all the different railroads

(707 at the last count), building a model

railroad, collecting timetables, pictures of

engines (and we thought Tom Bowler had

a corner on that one)—but chief among

them is flying and he's looking forward to

the time when he can have his own plane

and hop to Sheboygan for week ends.



Robert Maas

Minneapolis General Office

Kitty Carll, Correspondent

August Johnson is displaying with modesty a Courtesy Award from the Minneapolis Times which was given him upon being nominated by W. S. Anderson, a Milwaukee Road patron. And Senator Harold Harrison has written Mr. Gillick that one of the principal reasons for his choosing the Milwaukee for his trips to Chicago is the courtesy he has always been shown by August, and mentions specifically the special attention given his daughter, who was recently traveling with her four small children.

The following appeared in the Minneapolis Star Journal concerning our Mr. Root on his ninetieth birthday, Aug. 7:

"F. W. Root, 90, rail legal aid, on job 63 years. A Minneapolis attorney who believes he has handled more court cases than any other living lawyer in the Northwest, celebrated his 90th birthday today. He is F. W. Root, Milwaukee railroad solicitor, who marked the occasion by driving five miles to work and spending most of the day as usual in his office. The spry, alert lawyer who has been in the service of

the Milwaukee road for 63 years, was the recipient of many letters of congratulations from officials of the line. On his desk when he arrived for the day was a large bouquet of flowers, gift of fellow employees. The dean of the Milwaukee's legal staff worked at a high old desk with many pigeonholes which was made in Green Bay, Wis., in 1880. His office was equipped with new, streamlined furniture, but he has refused to abandon his old desk with its many memories."

We are proud to report that two of our Twin City Milwaukee Road boys have been cited for distinguished performance before V-E Day. Lt. Arthur B. Erdall has the Distinguished Flying Cross for thwarting a German counterattack at the Elbe River and Lt. R. J. Dunn, Jr., has the Bronze Star Medal for courageous leadership when his wire construction team was ambushed by 17 Germans on a cross road near Gravenwiesbach, Germany.

St. Paul Traffic Department

Brooksie Luth, Correspondent

All of us have a vague idea of the task of transporting troops from the east to the west coast, but sometimes it does have its compensations. For one of our convoy boys Ray Tschumperlin, TPA, the most important thing is not the work and worry, but the friends he makes—and Ray is an expert at making friends, whether it's in his troop convoying or just general day-to-day living.

When the 86th "Blackhawk" Infantry Division arrived in New York from the ETO, they expected a lot of red tape and delay before they got home to enjoy the 30-day furloughs, but the boys were very pleasantly surprised at the speed with which they were processed through Camp Kilmer, N. J., and their rapid trip across the country.

When the troop train, filled with northern Pacific coast boys, reached St. Paul, Ray took over, and contributed his share of surprise to the boys. The train was behind schedule two hours when it got to St. Paul, but Ray promised the boys that they wouldn't be behind for long, and he was right. The train raced across the South Dakota prairies, and dashed down mountains; one veteran remarked, "That engineer acts like he was going home on furlough, too". The whole train crew seemed filled with the "going home" spirit, and I'm quite sure that Ray's interest in the boys was at least half of the force that pushed the train across country.

Ray always returns from a convoying trip with new additions to his "family" of boys just because he takes each one under his capacious wing on these trips; and I know how they feel about him, because I once met a group of "his" boys, who were really appreciative of his interest.

My information of Ray's participation on this trip comes from a full page article in the "Portland Oregonian", written by Herman Edwards, a staff member, who traveled with the veterans from New York, Fort Lewis, Wash., and in his description of the trip his only comments on the personnel were devoted to "big, good natured Ray and his broad grin".

That trip was the first group of returning veterans, home for 30 days, and the "off to Tokyo", and we know that other trips are just as well handled by Ray and our other troop convoys. We are proud of all of you who help make these trips as rapid as possible—the train crews, the convoys, and the "sweeper-outer" who gets the train clean for its next run. It's a mammoth job these men are doing, and they're doing it well.

As usual, when I ask for something to get it—like a boomerang. When I had a "dry spell" last year in news items for my magazine, I suggested that someone get out and break a leg so I'd have some news. Frank Arndt, CFA, took me serious, broke his leg, and still limps a little.



BACK ON THE JOB. Bernard G. (Bud) Miller, a yard conductor, was the first man to leave the operating department at South Minneapolis and the first to return to his old job. He is shown here with Assistant Superintendent Philpot, who welcomed him back to the job. Mr. Miller reached home on June 29 after four and a half years of service in the army, two and a half years of which were spent overseas, in Africa, Italy, France and Germany. As a member of the 713th Railway Operating Battalion, he was on the first train that entered Cassino, Italy, following the long siege and bitter battle for that strategic town. A brother, John, has been with the Evacuation Hospital Service in Europe for almost two years.

should have "larned" me, but until I found the article about Ray Tschumperlin, I thought I'd hit another blank for this month's issue, so again I asked for a broken leg. I kinda missed my putt, but not quite far enough—Bill Murley, our rate clerk, arrived at work a day later with his right hand in a plaster cast. I'm not even asking questions about it because I don't want to be told it's all my fault. Whatever caused it, I vow here and now not to ask for that kind of news item again. Doggone these people with no imagination who take me literally!

CHICAGO GENERAL OFFICES

Car Accountant's Office

Harry M. Trickett, Correspondent

A booklet entitled "Spearheading with The Third Armored Division" was received from Pfc. Jerry Nowakowski; it gives the high points of the organization's campaigning in Europe.

Recent letter from Stan Scott shows a promotion from private first class to staff sergeant. He is located on the banks of the Danube River, enjoying fine weather and beautiful scenery. Hasn't any idea when he will be home, but sends greetings to all the gang.

Cadet Nurse Marilyn Kunz looked very nice in her summer uniform when she visited us on July 18. She has been in training at St. Mary of Nazareth's Hospital since July, 1944.

John Bove resigned on July 21 to accept a government position, and was presented with a cash purse.

Dolores Lenz has been flying high since July 14 when she received an engagement ring from her Army Air Force staff sergeant, who recently was released from a German prison camp after 14 months.

Dorothy DeWald was also the happy recipient of a diamond engagement ring on Aug. 3 from her fiance, who returned from overseas.

On Aug. 3 the car accountant's girl's softball team, captained by Emilie Dodo-vich, defeated the freight auditor's team by the score of 18 to 4.

Ruth Nixon, who has been on a furlough since March, convalescing after an operation, has now secured other employment, after 20 years' service in our office.

Eileen Collins was reunited in matrimony to her former husband, Ernie Hegg, on July 21 after his return from service overseas with the Seabees.

There being no previous arrangement for V-J Day observance, many of our clerks failed to report for work on Aug. 15; however, those of us who did report were granted the afternoon off.

Passenger Traffic Department

E. R. Will, Correspondent

Uncle Sam lost little time after Japan capitulated in starting the ball rolling to get the boys home. Arthur Dreutz, Jr., was discharged on Aug. 19. He had compiled well over the required 35 points for his services in the Pacific Theatre.

Your scribe was vacationing when the good news came. Consequently he cannot make this statement from actual sight, but, no doubt, the joy of all was surpassed by the beaming face of Mrs. Virginia Benton, who now can hope with a greater degree of certainty that husband George will return soon. She received quite a bit of competition from such fathers as Larry O'Sullivan, Roy Huntsman, Gil Henkins and Art Dreutz.

I regret that this column is so brief this month, but it was prepared on short notice and possibly more news items will be available for the next issue. All the correspondents would appreciate it if their fellow employees would give them leads whenever possible.

Purchasing Department

Josephine O'Hara, Correspondent

Our sailor friend, Bob Nordin, FC 2/c recently wrote a reminiscent letter from somewhere in the Pacific. His humorous references to certain memories of his former co-workers in the purchasing department brought forth a smile from all of us. Yes, Andy Markus still leaves his pen and pencils on other people's desks, Bob, but Bertha Sexton has found herself situated far enough away from Dorrell Thelander to be out of his constant observation.

Charlie Jensen, a fisherman of note, has set a record of catching no fish this summer. He hopes to find the necessary time for his favorite hobby later in the year, and, if necessary, he will make a winter sport of it and go ice-fishing.

Lunch time has become quite a problem for Elmer Eldridge and Louis Smith. They choose their daily luncheon spot by the process of elimination, but their circle of selection remains ever constant.

We recently received news of the marriage of Jaye Schultz, storekeeper 2/c, to Yeoman Ronald Nault on July 26 in San Francisco. Our good wishes to you, Jayne.

And while speaking of marriages, we also extend to Leonard Thelander our congratulations on a 16th wedding anniversary he and his wife celebrated Aug. 24.

A new girl, Mrs. Virginia Hyde, has been added to the office force this month. We are happy to have you with us, Virginia.

T/5 Don Russo is still writing to us from Okinawa, but life on the island has improved since Don's arrival. Movies are presented every night and the boys enjoy ice cream every four or five days. And what is more, they also enjoy the fresh meat prepared by Don every other day. After your months of practice, Don, we are awaiting a home-cooked meal from you when you come back to us.

If you have begun to accept things as they are, and stopped trying to change them, you're growing old.

Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent

Our most recent bride was Edythe McKenna, who married S/Sgt. Frank Sammartino on Aug. 4 at the Church of Our Lady of Mt. Carmel. The office was well represented at the reception held in the evening.

The Hotel Managers' Circle in Holland, Mich. has added a new member; Ella Schmidt left the service after many years, and we miss her smile and wish Mr. and Mrs. Schmidt luck in their new venture. We'll remember her invitation.

Mabel Kernan retired to enjoy the life Riley lived.

Arvilla Prokowich resigned to become a housewife since the army released her husband.

The typing bureau is brightened by the smiles of Kitty McCants, who returned after a year's furlough, and Margaret Porten.



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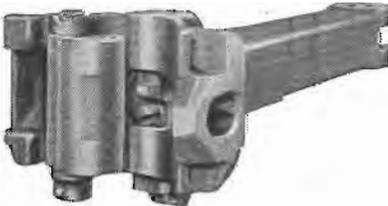
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MONTREAL

Our ex-prisoners-of-war have reported to various camps: Gunnar Drangsholt (who received the Purple Heart recently) is attending the Paratroop School at Fort Benning. John Groppi is also at Fort Benning as an instructor at the Infantry O.C.S. Charlie Baker is back at his old stamping ground, Camp Blanding. Chuck Essig has reported to the rehabilitation station at Miami. Bob Rinaldi is attending Radio School near Washington, D. C. Judging by his last letter, it is very hush-hush."

The army does wonderful things—Vic Quaritsch lost a couple of teeth—(how?)—and the army promptly replaced them.

On a recent trip to the lake front with Dottie Schirmer, Emil Leska carelessly left his clothes on the beach while showing Dottie his prowess as a swimmer. He won't do that again, because he went home in Dottie's slacks. Lucky for him she didn't wear shorts.

Jo Baker returned to work on Aug. 20—brown and happy after becoming reacquainted with Charlie.

Real estate operators note: It will no longer be necessary to contact Ray Hackell. He bought a house! Now, if he'll just slip or fall or something, the other interline home owners will welcome him into their select little group.

Freight Claim Department.

Ray Allen, Correspondent

C Courtesy

M Modern

SP Speed Plus

&

P Punctuality

To Marie Horatt, who just resigned as correspondent, congratulations on a super job. We will try to keep things in the groove. So latch on—people. As Bombardier Lt. Carl Rank, formerly of the freight claim department, said when on his 50th mission over the Japs, "This one will kill ya."

P. L. Reimers, our mileage clerk, just retired after 27 years of bang-up service. We'll sure miss him around these parts.

Roy Reimers is on a 30-day leave of absence because of a bad back.

"For Whom the Belle Toils"—Eleanor Bialik hit the office Monday morning, Aug. 20, all giggles and people's bumps. Yes, sir, she got her man and has a beautiful engagement ring to prove same. Sgt. Harold Anderson is the lucky boy. Nice going, Harold. (Come down to the office and meet your enemies, now).

New faces in the freight claim department as of Aug. 20. Three new lovelies hired by Chief Clerk J. J. Liewald before leaving on his vacation. They are: Thelma Irene Poole, employed by Illinois Central two years, formerly from Mt. Vernon, Ill.; Mary Gegner, employed by W. P. Ronan, Chicago brokers, seven months; and Letha Baker, from Douglas Aircraft, formerly from Youngstown, Ohio.

To all you Green Bay Packer fans up north—your team looked mighty good in the All-Star game, but oh, brother, wait 'till they hit those Chicago Bears!

Prepare a niche in the hall of fame for



Some of the star players of the Milwaukee Road girls softball team, Chicago, are shown with Tom Walsh (left), director of the Hercules American softball tournament, and Harry Wallace of the freight auditor's office, who manages the team. The girls are, left to right: Marie Gluchman, captain, employed in the freight auditor's office; Arminia Remelski, car accountant's office; and Marie Schaefer, freight auditor's office. (Herald-American photo.)

Claim Adjuster Clarence Johnson, freed from the Battle of the Bass at Sturgeon Bay with fishy stories of those that were hooked, but nary a tale of the one that got away.

The love bug is really working overtime in the steno department. Ginger Bartsiak floated into the office on a cloud Tuesday morning. You guessed it—another engagement. Cliff Knoll, who was discharged from the navy after 2½ years overseas, the groom to be. Some fellows just can't get enough war, I guess.

Claim Adjuster Ed Ewald reports that Niagara Falls is still falling as it did years ago when he honeymooned there. We understand things were different now, however.

Next month this column will contain memos contributed by my collaborator "Boomer Bill" Stewart. Run for the roundhouse pronto—he can't corner you there.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

Sgt. Philip E. Sweeney, overseas veteran, visited his office pals recently on his 30-day furlough. It was Phil's first visit in a long time, as he's been busy in Europe and he sure looks like he could take care of himself. Let's hope he'll be back in good very soon.

A returning serviceman, Norbert Desfort, is back at railroading after his hitch in the navy. Norb wasn't gone very long, but long enough, he says.

Word received from his mother advised that Sgt. Don F. Carlson, formerly of the timekeeping bureau, is at O'Reilly General Hospital, Springfield, Mo., recuperating from combat injuries. We're sure Don would like to get a few letters from his friends here—how's about it, letter writers?

Two from our midst have been elected to commands with the American Legion. A. B. Montgomery has been voted com-



George A. Berghause, bureau head in the office of chief disbursing accountant, Chicago, is shown with his family at the time of his installation as commander of the Milwaukee Road's Pioneer Post of the American Legion. He was installed in office by A. B. Montgomery, chief clerk to the auditor of expenditures, who is commander of the sixth district of the Legion in Chicago. Mrs. Berghause and daughter Jeanne stand at the commander's right; his left is his daughter Barbara.

mander of the Sixth District, and we certainly congratulate him heartily. George Berghauer is the new post commander of the Pioneer gang, and that's good news for Pioneer Post.

Ensnared in the hospital these days is Charley Kramer of the timekeeping bureau.

We regret to write of the death of Ann Foy during July. Along with "Gert," Ann was truly our favorite 'phone operator and her cheery "hello" is really missed at Fullerton Avenue. Services were held at St. Bonaventure's Church, Chicago.

Additions to the railroad family came in two's this month. Bob Noot, who formerly worked in the timekeeping bureau, and is now at Milwaukee, reports wife and daughter Barbara are both doing fine since the little Noot arrived on Aug. 2. Congratulations, folks.

David Allen Hoye arrived at the Harry E. Hoye residence on Aug. 4 to make the Hoye family a foursome instead of a trio. Cigars are hard to get, too.

Once more it looks as if the typing bureau is trying for a corner on Cupid. The little guy does a real job there. Three engagements this month are the result of the yap-yap above. In order, Ann Vorl, Alice Peterson and Marion Dopheide have announced their full-time engagements. Ex-Sgt. John Kirasich is the lucky boy Ann picked, Sgt. Bob Erickson is for Alice, and Bob Soraparu is the lucky No. 1 boy in Marion's plans.

No wonder they put a tax on jewelry! Also among our visitors this month was Cpl. Henry "Bud" Zimpelman, A.A.F., who really should get the "V" championship. Last time he was home, V-E Day came just a few days later. This time V-J Day followed his visit by a week. Next time, it'll be "V-elcome Home" for good!

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Miss Audrey Hoskins, statistical bureau, was married on July 21 to Petty Officer Robert Offenlock of the navy, at St. Benedict's Church, Irving Park Road and Leavitt St. The groom returned to duty Aug. 1.

June Marks of the same bureau took a leave of absence for three weeks to have her appendix removed and returned to work in just three weeks. Her husband, Eddy, is in the marines somewhere in the Pacific.

Gertrude Ragless, our "Hello Girl" Fullerton Avenue building, is now a "Vet!", having celebrated her 25th anniversary as an employee on that job July 5.

Marion Johnson and Sgt. Elmer Vernick, were married July 19, at San Diego, Cal. Marion has been employed in the L.&I.B. bureau for some time.

T. S. Roy "Frosty" Peters, Army Air Force, ground crew, stationed at Camp Fannin, Tex. a visitor Aug. 1.

Andy Duffy wrote to E. A. Ludwig, H. C. Interline bureau that he would leave for home, flying from Paris, France, Aug. 15, and hoped to be back at his desk by Sept. 1.

We are informed that Homer Linder is to remain at Norfolk, Va.

Vern Noelting, a visitor on July 19, suffered shrapnel wounds in his right hand and at the right side of his head in the battle of Luzon on April 2. He requested that we express his thanks to those who wrote to him, and for presents received. He returned to O'Reilly General Hospital, Springfield, Mo., on Aug. 15 for further treatments.

Hershel Vallandingham, SKV, navy aviation, who has been stationed at Norfolk, Va., was a visitor on July 23. He expects to be transferred to the Pacific. He'd like to come home to stay but says that will be impossible for a long time. Sends a hello to the gang.

Pfc. Geo. Schmalbeck visited us Aug. 16, after being in Europe for some time where he saw action. Has three battle stars, and European combat decoration. Has been in several hospitals, suffering from chronic appendicitis. In a Paris hospital, he met Charles Stresel, who was there recovering from battle fatigue. George will return to Schick General Hospital, Clinton, Iowa, where he thinks he may have to undergo an operation.

New clerks in W. B. filing bureau: Florence Kraft, and Lois Schmidt.

Jacob Jacobson of the revising bureau left Aug. 11 for a week's vacation, advising fellow workers he planned to visit one of the nearby lakes with his son Warren, to ascertain if Warren has the pure Scandinavian knack of catching fish.

Our Milwaukee Road girls softball team is playing a great game, with 12 games

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won to 5 games lost. They play on Wednesday and Friday evenings. The Wednesday evening games at Rockola Mfg. Co. grounds, 4200 No. Central Avenue, 7:15 p. m. They are playing the best industrial and free lance teams. They were guests of the Illinois Central Railroad team at their picnic Aug. 12, and defeated them 10 to 2. Our home run queen is Marie Schaeffer, freight auditor's office, with 10 home runs to date. Pat Hays, same office, has 4 homers. Mark Gluchmann, of the same office is batting over 600. Through her good playing, the Illinois Tool Co. team was defeated in the final inning; she made a shoe-string catch, worked it into a double play, and won the game 16 to 14. They plan to start practicing for basketball as soon as the softball season ends.

Anna Foy, one of the Fullerton Avenue building telephone switchboard operators, employed here 18 years, died on July 24. During those 18 years her courteous service and friendly manner won many friends for her. She became ill on June 21 and on being taken to Edgewater hospital on July 17, was found to be suffering from a complication of serious ailments. Her beloved husband, Joseph B. Foy, preceded her in death. She is survived by two sons, Thomas Joseph and Pfc. Robert T. Foy. Employees throughout the building, on hearing of her illness, donated generously, intending to help pay her hospital bill. The Women's Club paid that, so it was decided that the donations should be applied on the funeral expenses. In addition, they sent a very beautiful floral piece.

Gertrude Ragless and her other co-workers on the telephone switchboard and others closely associated with her there expressed the wish that their thanks be tendered to all for their generosity and kind expressions of sympathy.

Sgt. Otto Hartung, who has been stationed in Alaska with the Army Air Corps, in ground crew, paid us a visit Aug. 10, while on brief furlough.

Sgt. Roy Schattnik, wrote on Aug. 5 from Manila where he has been stationed two months, after having been in New Caledonia for 26 months, mentioned seeing Jap planes shot down in the harbor. He works in the Rizal Stadium and lives in a tent on the football field. Has Presidential Meritorious Citation, a battle star, and another citation due. Wishes to thank Milwaukee Road employes and all responsible for his receiving the Magazine, Topics, and presents.

Freight auditor's office employes among the 90,000 attending the Chicagoland Music Festival on the evening of Aug. 18 tell

of the thrill they received in seeing Otto Reinert, of the review bureau participating in drill of the Humboldt Park Commandery Knight Templars, and Mina Drebes, book-keeper, singing with the combined Lutheran church choirs.

D & I DIVISION

First District

*E. Stevens, Correspondent
Office of Superintendent
Savanna, Ill.*

Army and Navy News

Kathleen Sheedy, daughter of Switchman and Mrs. Leo Sheedy of Savanna, army nurse in Verdun, France, has been promoted to first lieutenant. Kathleen has been overseas since May and in the service since Mar. 2, 1944.

Claude Bashaw, who spent the past 13 months in the European Theater, is spending a 33-day furlough in the home of Operator and Mrs. Ray D. Fields, his parents-in-law, and with his parents, Clerk and Mrs. Elmer Bashaw, DeKalb. He has been in service for 19 months and saw action in England, France, Belgium and Germany with the 28th Infantry Division.

Cpl. Franklin E. Daley, formerly clerk in the superintendent's office at Savanna, is spending a furlough visiting in Scotland and England. He is a member of the 175th Combat Engineers and has been in service nearly three years and overseas for 29 months.



Exterior and interior views of the Milwaukee Road's attractive new city ticket office in Des Moines, Ia., which was completed a few months ago. The Milwaukee Road has had a city ticket office in Des Moines for the last 50 years.



Sgt. and Mrs. Hal Smith, Jr., are the parents of a son, who arrived on Aug. 10. Incidentally, this makes Switchman and Mrs. Hal Smith, Sr., of Savanna the proud grandparents.

S/Sgt. Ned D. Shrake of Savanna, who is with the army medical department at Panay Island, P. I., has been awarded a Bronze Star Medal, for meritorious achievement in connection with military operations against the enemy on Luzon, P. I. from Jan. 25 to Feb. 19, 1945. Before entering the armed service, Ned was a popular call boy at Savanna roundhouse.

1st Lt. Vernon H. Buswell, son of Chief Dispatcher Buswell, Savanna, has been awarded the Distinguished Flying Cross and Air Medal for extraordinary achievement while serving as pilot of a Lancaster bomber in anti-submarine patrol from Nov. 17, 1943, to June 14, 1944. Vernon now is stationed at Fort Worth, Tex.

Frank Matuska, gunner's mate 1/c, recently returned from six months in the South Pacific and is visiting with his mother and stepfather, Carman and Mrs. Frank Mirosch, Savanna. The ship he was aboard was bombed in May and he received second degree burns about the face, neck and chest. Matuska has the Order of Purple Heart Medal and one battle star.

Ben F. Waskow, son of Engineer Ben Waskow, Chicago, who is in the navy with the rank of SKD 1/c, stationed on one of the islands in Hawaii, decided to organize an orchestra with the purpose in mind of helping keep up the morale of the men and in February, 1944, or thereabouts completed the organization of this orchestra, which consists of 14 pieces. Ben plays the piano and directs. According to the newspaper published at their headquarters, the orchestra has made quite a hit and really puts out sweet music. They have had the same difficulties as all orchestras, with the boys being moved on, but seem to have had good luck so far in finding musicians among the navy lads to fill the vacancies. They are called "Bud Waskow's White Toppers."

Pvt. Richard Georges, son of Herman Georges of the engineering department, Savanna, has completed his basic training at Fort Leonard Wood, Newberg, Mo., and has been transferred to the Quartermaster Corps at the third training regiment school, Fort Francis E. Warren, Cheyenne, Wyo.

Chief Yard Clerk Ray Kentner, Savanna, who has been away from his duties in the yard for a considerable time due to illness, has now returned to work and wishes to extend his thanks to all those who so thoughtfully sent him cards, fruit, and the cash donation he received while hospitalized and recuperating at home.

The many friends of Dick Baker, signalman at Kirkland for the past five years, were grieved to learn of his death, which resulted from a motor car accident on July 23. Dick started in the signal department on Apr. 18, 1915, and worked continuously in that department from that time on. He is survived by his widow and daughter, Jean, and one granddaughter.

Henry A. Becker, D&I Division brakeman and a veteran of the first World War, is undergoing treatment at the veteran's hospital in Hines, Ill. He says he worked too hard.

MILWAUKEE TERMINALS

Chestnut St., North Milwaukee,
North Ave., and West Allis

Dick Steuer, Correspondent

The announcement we have all been waiting for, that Japan had surrendered unconditionally, was received with joy and thanks. Our thoughts cannot help but wander to those whom we owe so much—our co-workers, friends, brothers, fathers, husbands, in fact, everyone who was responsible for the successful conclusion of this terrible conflict.

The Milwaukee Magazine



BACK ON THE JOB. William Cole has laid aside the chevrons of a technical sergeant and resumed his work as agent-operator at Postville, Ia., after four years and four months in the Infantry. He was in the thick of the fighting in Algeria, French Morocco, Tunisia and at Naples, Foggia, Rome, Arno, in the Apennine Mountains and the Po River valley. He says he never felt better in his life and is glad to be back with the gang.

We pause for a moment in memory of James Kaegler, who gave his life for his country. Jim was the son of Yard Clerk Bill Kaegler, and will always be remembered as the "red-haired kid" who was typical American, enjoyed life, and made friends easily.

Our thoughts center around the safe return of our boys. Ernie Reinhardt, convalescing in an army hospital, and one of the beer line's capable yard clerks; Willard Kinast, who clerked at North Milwaukee during the day and won fame as an artist with prize winning pictures made with his imagination and his typewriter; Dick Wank, who clerked at Chestnut Street and North Milwaukee; Bill Koepke, whose very life is railroading, and who landed in a railway battalion in India; Larry Janus, who tried so hard to win at horse shoes but never quite made it; Ralph Thielke, who wrote the rate book now in use at Chestnut Street while he was on the rate desk, his brother, Norman, who also yard clerked in that district; Al Stoltenwerk, who clerked in this district; Eddie Kurtz, who earned the title of the neatest little biller in the terminals; Bob Fechner, who clerked in the yards and played with the Hiawatha Band; Wally Holz, stenographer, and who is a ladies' man, Tommie Regan, who yard clerked on the beer line and at North Avenue; Bill Stein, who also handled yard duties in this district; Kenny Stelzel, who clerked at North Milwaukee; and Bob Van Engle, who was

with us for a day handling Pabst yard. We hope they will be home soon, and for good.

We would like to mention that three girls at Chestnut Street are anxiously waiting for the release of their husbands—Marj. Hagberg, Wanda Beard, and Gloria Wank. Many more of us are hoping that our dear ones will be coming home very soon to enjoy the American way of life they have been fighting for.

Coach Yard

Richard Flechsig, Jr., Correspondent Milwaukee, Wis.

We were happy to receive a card from Pvt. Bill Tarvas, who is in the army hospital at Fort Lewis, Wash., with an injured hand. Bill worked as a cleaner on the night shift.

A letter from Pfc. Eugene Waszak was received recently from Czechoslovakia. He sends a grateful "Thank you" for his monthly copy of the Magazine, which helps to inform him of news of his friends back home.

Adolph Horning and Helen Waring, who are both Pullman employes, are now working for the road. They will be with us until the government lets the Pullman cars go back on their own runs again.

Bill Derhimmer has once again been put up as a carman helper. He hopes that it will last this time.

Fowler Street Station

Mickey Doss, Correspondent

Working on the railroad, even in an army uniform, is Sgt. J. Kroll. It's the AT&SF at San Bernadino, Calif.

Hospitalized in England is Sgt. Don Plunkett, recuperating from a freak accident. Don, former clerk in house No. 11, has spent his overseas time at an air base in Scotland.

Another serviceman heard from was Lt. Bill Flynn, now at Liberal, Kan. And we should be seeing him one of these days, too, for he has 104 points.

It is a boy, Jerome Frederic, according to word from S/Sgt. and Mrs. George Lawrenz. Daddy is stationed in Assam, India.

As of Sept. 1 Charlie Zinselmeyer retired. Starting his railroad career in 1899, Charlie was for many years claim agent, and in recent years as window cashier, but by actual profession, believe it or not, he is a pharmacist. As to his future plans, he'll catch up on his reading, and travel when civilian travel again becomes a pleasure.

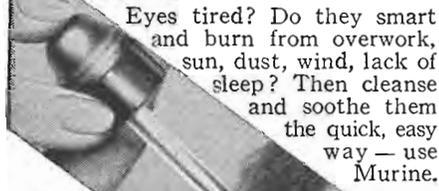
Speaking of the retired, Eddie Bates was in the other day, looking wonderfully relaxed. Well, that's what comes when one has earned the right to retire.

Our sincere sympathy goes to George Bergler on the death of his son, Everett.

Lots of changes around here lately: Stanley Martin off to his new duties at Chestnut Street; Percy Geisinger to the switch desk; Angie back, to say nothing of our new "Mandy", namely Duane Bidgood. There are going to be lots more, too, with the war over and all the boys starting on the road back. Then things will be normal.

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The light of the office is missing for a few days, and it is at the Milwaukee Hospital. That is where Tony Cheihar is recovering from eye surgery. Tony no doubt kept the mailman in that area busy. It must be wonderful to get lots of mail the way Tony does.

Thanks to everyone who contributed bits for this issue. Dorothy Bertha is trying her hand at a new field, so until you complain, the column is mine. And remember, if you don't read it here, it's because you didn't bother to make a note so it would be included.

P. S. Any contributions from the fruit house will be greatly appreciated.

Muskego Yard

Grace Johnson, Correspondent

Seeing the faces once more of so many of our boys who have returned to this country from overseas has added much to our already overflowing happiness which came with the news of peace. Some of them have been here on furloughs before V-J Day and are glad with us that they will not have to return to war fronts again.

During the past months Sgt. Morris Running has been a visitor. He has promised us a nice picture for the Magazine, as well as a story or two, but he, like many of our fellows who have been in the thick of things was quite reluctant to talk much about



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himself. He left here to return to Camp Grant for a few days of special work after which time we hope he is to be released from the army to come back to the Milwaukee Road.

Ray Kuick, former switchman in Milwaukee Terminals, has been back on furlough after having spent the major part of the war period in Iran. He had some interesting pictures to show of that country, but says it's the U.S.A. for him every time.

Eugene Kolasinski (Mike Switch) is back in the States, still hospitalized at Percy Jones Hospital at Battle Creek, but is able to go home each week-end. Mike is coming along fine and looks grand. We are looking for a letter or short article from him for the next issue of the Magazine. To quote Mike: "I sure am glad to be back in America, best country in the world. I hope I never have to leave its shores again." He had some really tough railroad-ing in Europe but he can tell you plenty of stories about the fun they had along with the grief. Mike is anxious to get back to the railroad, as he says that's the only job he really cares anything about and would feel lost working at anything else. He expects to be able to be with us by the latter part of the year and I know all you fellows will give him a royal welcome. He has really done his part in this war if anyone ever did. He sends greetings to

all the boys of Company "C" of the 744th and all his friends in the yard.

Former Train Clerk Stanley Jakubowski has been home on furlough. Stanley spent most of his time overseas in Iran. We will tackle him for a write-up and some pictures if we can pin him down or contact him at camp.

Einar Westland, former switchman paid Muskego yard a visit. Einar has been in the service since the very beginning and no doubt could tell us of his experiences in the foreign countries. He is another fellow whose picture we will try to have for the Magazine shortly. Everyone is happy to see these boys return.

Roundhouse Rumbblings are heard this month again. Frank Bunce has been appointed assistant shop superintendent, and E. A. Ryan now sits in the chair of roundhouse foreman.

Serviceman Joie Kravitz has arrived from Italy but is still confined to a hospital with a leg injury. Here's hoping that he may have a speedy recovery and be released soon.

Ann Wolf just returned from her vacation after a trip to Seattle and through part of Canada.

LA CROSSE & RIVER DIVISION

Second District

*W. S. King, Correspondent
Red Wing, Minn.*

John Nichols, retired section foreman, passed away June 21. He started work with the Milwaukee Road as a section laborer on Apr. 10, 1895, was promoted to section foreman on July 28, 1898, and continued in that capacity until Apr. 1, 1937, when he retired.

Section Foreman Mike Burns, Wabasha, is back on the job again after a long illness. It's good to see him back with us again and we all hope that his bad luck has completely run out by now.

Jack McDonald, telegraph operator and lunch room operator at Wabasha, and former rowboat operator, says that all the big fish are still in the river as far as he is concerned, because he is much too busy operating in two capacities the way it is.

O. F. Swanson is back again as agent at Durand after an enforced vacation of two or three months because of illness. This brings Cashier Frank Anderson back to Red Wing where he is much needed. Frank is due to leave us soon to take a job in the loss prevention department; we all wish him the best of success in his new undertaking. Myron Cederblade, transit clerk, will be called upon to exert himself to the utmost to fill Frank's shoes on the cashier's job.

Great joy descended upon the household of Chuck Erickson, section foreman at Red Wing, in the form of a bouncing baby girl by the name of Barbara Ann. This makes three daughters in a row.

The stork also paused momentarily on the night of July 31 over the home of C. A. Ellingson, roadmaster's clerk at Red Wing, and left a healthy baby girl of Norwegian ancestry, weighing in at 8½ pounds. Her name is Gwen Elizabeth.

Wisconsin Valley

*Lillian A. Atkinson, Correspondent
Care of Assistant Superintendent,
Wausau, Wis.*

Retired Engineer Bernard F. Enckhausen, Minocqua, passed away Aug. 10 at St. Mary's Hospital in Rhinelander after a short illness. Funeral services were held at the Masonic Temple and burial took place in the Minocqua cemetery. Mr. Enckhausen was owner of Rainbow resort. Sympathy is extended to Mrs. Enckhausen and son, Charles. The latter lives in California.

Agent J. E. Whaley, Mrs. Whaley and daughter Janet visited their son and brother, O/S Robert Whaley, and wife in New York City. Robert, who has been in the merchant marine for over a year and a half, was confined to the hospital due to a leg injury which he received on board ship.

R. C. Haff is relieving Train Dispatcher M. C. Harris, who is spending a month's vacation in the lake region in Northern Wisconsin.

Philip, the 12-year-old son of Chief Clerk Earl Hazelwood, is at St. Mary's Hospital with a skull fracture received at Riverside swimming pool when he fell to the concrete below the 12-foot diving tower. He also suffered face, leg and arm bruises. The latest report is that he is out of danger and is getting along as nicely as can be expected.

Morris, the 15-year-old son of Mrs. Alvin Bucholz, janitress, is receiving treatments at the hospital for a fractured skull and ear injuries received when he rode his bicycle into a parked truck while on his way home after attending the theater. His condition is improved and recovery is assured.

I & S M DIVISION

East End

*H. J. Swank, Division Editor
Office of Superintendent
Austin, Minn.*

The many friends of Engineer John A. Anderson will be sorry to hear that he was killed when his engine on train No. 103 derailed due to a washout about two miles west of LeRoy the morning of Aug. 5. Rain nearing cloudburst proportions came down practically all night on Aug. 4 and washed around and undermined a culvert which gave way when the engine went over it. Injured in the same accident were Bert Bernatz, train baggageman, two railway mail clerks and seven passengers when the engine, baggage car, M. & E. car, one coach and the lead trucks of the second coach derailed. William R. Smith, conductor of the train, stated that much credit for their valuable assistance in rendering aid to the injured and caring for the passengers is due the members of the train and engine crews of Nos. 168 and 70 who were deadheading home on No. 103.

Our sincere sympathy is extended to Mrs. Anderson and son Donald.

The Milwaukee Magazine

Rumor has it that Car Inspector Chris Klotz vacationed at Farmington where he operated a stand at the county fair. Too bad we couldn't get away to patronize your stand, Chris.

Sgt. Lowell M. Danielson, former brakeman, and Charles J. Thompson, former fireman, I&SM Division, who spent 32 months in Persia, were visitors at the office the latter part of July. Both were in the pink of condition and said nothing would make them happier than to have their commanding officer tell them they were released when their furloughs expired on Aug. 16. Lowell spent the last two weeks of his furlough working on the S. M. Division. Another employe who helped out while home on leave was Eugene Kelly, former switchman.

We are sorry to report that veteran ticket clerk, John Schultz, has been confined to the hospital for a month.

John Healy, section foreman, Austin yard, retired on Sept. 1. Out of respect for his many years of faithful service, John was honored by having the last track he laid (at the new freight house platform at Austin) named the Healy Track.

Frank Kovaleski, former roadmaster, will take over the duties of foreman of Austin yard. Due to the condition of Mrs. Kovaleski's health, Frank did not like being away from home so much.

R. E. Koontz has been appointed to succeed Mr. Kovaleski as roadmaster on the north end of the first district.

Other recent appointments are:

Wm. E. Poeschel, cashier, Albert Lea, Minn.

D. Kneeskern, assistant cashier, Austin, Minn.

K. M. Olson, chief dispatcher, stenographer and trainmaster's clerk.

D. E. Rudan, roundhouse clerk.

John W. Malone has returned to his former position as agent at Hayward after relieving Pete Berg, side table operator at Austin, for two weeks so that Pete could mow the lawn at Rushford.

West End

*E. L. Wopat, Correspondent
Chandler, Minn.*

Tweet Gregerson, brakeman from Madison, S. D., who has been in Iran for over three years, is home on a 45-day furlough at home. Tweet says his father, Harvey, who is on pension now, isn't feeling too well and would appreciate a letter from his Milwaukee friends.

Lefty Fitzgerald, section laborer from Iona Lake, Minn., who has spent over three years with the armed forces in the South Pacific, is home and has an honorable discharge. Lefty plans to take his old job back on the section at Iona, and see how it feels to drive a few spikes. He tells me it sure feels great to be back in the good old U.S.A.

The 75-boy gang tied up at Chandler, Minn., on Aug. 21. The boys did a very good job again this year, putting gravel under from Hatfield, Minn., to four miles east of Chandler.

L. R. Burke spent a week in Chicago attending to business matters. Burke is agent at Pipestone, Minn.

IDAHO DIVISION

*Maree E. Brath, Correspondent
Superintendent's Office
Spokane, Wash.*

The track serving the Valentine Clark Pole Company at Newport, Wash., has been extended to take care of the greatly increased pole business that company has been giving our railroad.

Shovel Operator O. Leggett, in charge of the shovel in the Spokane bridge gravel pit, was called to Missoula recently on account of a serious injury sustained by his twin brother in an automobile accident there.

This superintendent's office was recently visited by R. C. Peterson, retired dispatcher on this division, on July 24, and for the information of his many friends, "Dick" says he's feeling much better. He had a severe heart attack not so long ago.

Foley Brothers, Inc. is making an excellent showing in the installation of the drainage at the east end of the Sorrento Tunnel.

The shipping of lambs to the eastern markets from the summer range in the mountains on the Idaho Division is in full swing—the lambs are in good condition due to the excellent range this year.

Buford Willison, of Foreman Glen Webber's bridge crew, has been in the Deaconess Hospital in Spokane undergoing a minor operation.

Effective Aug. 8, Miss Marjorie Campbell took over the assistant cashier's position at the Spokane freight house, which job was bulletined when Mrs. Ruth White became Trainmaster F. E. Devlin's stenographer at the Union Depot, Spokane.

Effective July 15, Mrs. Christola Circle, who formerly held a general clerking job at the freight house, was assigned the position of stenographer to the superintendent's chief clerk, W. T. O'Reilly, Spokane.

General Foreman Jack Fuller's ballast gang has finished the reballasting between Othello and Lind, and is moving to Hillcrest to start the ballast work to be done there.

A small tie gang, working with the section forces, has been placed in service on the POR line, starting work under Section Foreman R. A. Stevenson of Dalkena. They will then be turned over to Foreman A. T. Bankoff of Newport.

Glen Webber's bridge gang has been working on the POR line during the past month, being located at Metaline Falls for some time, but has now been moved to Ione. B & B Foreman Parson's gang is at Revere, but will soon move to Lind. Foreman Warn's gang is working on repairs to section houses on the west end of the division.

With the increased business brought about by movement to the Pacific coast, several of the firemen on this division have been notified to prepare themselves for the taking of the final examinations for promotion to locomotive engineers. Good luck to them!

A Rattlesnake: An eel with a crap game going on in the back.



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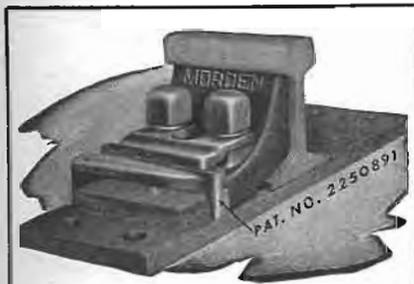
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SUPERIOR DIVISION

*J. B. Philips, Correspondent
Superintendent's Office, Green Bay, Wis.*

Now that the war is over and everybody has done his share of celebrating, we are again getting back to business more eagerly than ever due to the fact that the strain of war is over, for which everybody is thankful.

The extra gang consisting of school boys is working diligently trying to meet their objective of arriving at a certain point before quitting to resume their studies at school. These boys started at Chilton this summer and worked to the top of the hill at Hayton and then started at Forest Junction and were expected to finish at DePere by the end of August. Their record consisted of 1,003 ties in one day, which is practically two carloads, and which is quite an accomplishment. They and their supervisors, some of whom are teachers, should be complimented for their splendid work.

The Mexican extra gang started at Random Lake putting in ties and ballasting tracks and they will finish at Hayton.

We have been advised that the passenger station at Green Bay will again be moved to the east side of the river or the former station which was abandoned some years ago. After the place is remodeled and the improvements have been made, we hope to have again an A-No. 1 station located at a more suitable place nearer downtown.

There are several new industries springing up on the Superior Division, one being a large new plant being built between Menasha and Appleton, the Banta Publishing Co., which should give the Appleton Branch a lot of business. The other plant is a distillery at Cedarburg and a new potato warehouse is being built at Champion.

Passenger service on the Superior Division was quite heavy this summer due to the fact that many people spent their vacation up in the north woods.

CHICAGO TERMINALS

Galewood Freight Station

Herman F. Boeck, Correspondent

We were recently visited by Edward Jachec, who has seen quite a bit of service with the navy in the Pacific.

Another visitor is Howard Johnson, who is home on furlough after having seen service with the army in Europe.

George Wealer and John P. McGrath are now stationed in the army hospital at Clinton, Ia. Both boys were wounded in the European Theatre but we are glad to see them so well improved. George expects to be in the hospital for another 90 days, and John will be transferred to another hospital for plastic surgery on his left arm. Well, good luck, boys; we hope to have you both back with us soon.

Have received word from Dick Graham, who has spent about two and a half years with the marines in the Pacific, that he will be home shortly. We really think Dick is entitled to a long, well-earned rest and we sure will be glad to see him.

Congratulations and best wishes to Miss Lucille DeHey, who is to be married in September.

The office at Galewood has been re-decorated and it sure doesn't look like the same place. Visitors are invited. We understand we are also going to receive an outside paint job. The boys who are in service are going to have a pleasant surprise when they return to work, which we hope will be soon.

Quite a few of the boys have written and told us how much they appreciated receiving the Milwaukee Magazine. I hope all of you who have a change in address will notify us promptly so that we can keep it going to you after you have moved to different locations. Let's hear from all of you in service so that we can check your address with our mailing list.

Freight House Platform

Wm. O. Zunker, Assistant Correspondent

Ray Emerick has returned to his duties on the platform after spending nearly three years in the Seabees. Ray saw duty in Hawaii, the Marshall and Mariana Islands.

Also back at work is John Hurley, who spent nearly two years in the navy. His tour of duty was primarily along the Atlantic coast.

A recent visitor here was Sam Baton, seaman 1/c, who is doing work for the navy. Sam has done convoy duty on the Atlantic, and is now stationed in Florida, where he reports he is doing salvage work.

Stanley Turek, who is with the merchant marine, also paid us a short but interesting visit. From all appearances it is apparent that the life there agrees with him.

Back at work is Kenneth Hinz, who spent 42 months in the Pacific Theater and saw plenty of action to gather enough of those precious points for a discharge.

We extend our deepest sympathy to Pete Fisher on the recent loss of his daughter.

Back from Germany for redeployment after a tour of duty with the 95th Division, is John "Gabby" Bina. John is the holder of the Purple Heart for wounds received while in action against the Nazis.

General Foreman Backow recently exhibited some very interesting photos from his son, Kenneth, who is with the marine corps and has seen some action against the Nips in the Mariana Islands.

John Casserly is back at work. John served three years with the navy.

We are all very well pleased with the face lifting that the platform office and locker rooms recently received.

Edna Trumbull reports that her victory garden has done quite well and it is no longer necessary for her to use the magnifying glass to see the things growing.

Special Officer Dietzel reports that he will no longer be in need of a rowboat. It seems that he has a postwar idea of buying a jeep.

I & D DIVISION

*Margaret C. Lownsberry
Division Editor
Mason City, Ia.*

We were deeply grieved to hear of the sudden death of five-year-old Dianne Kruse, daughter of Scale Inspector H. H. Kruse. She died July 14 at McGregor, Ia., following a tonsillectomy. She is survived by her parents and one brother. Our deepest sympathy is extended to the Kruse family.

Recent visitors in the office were Lt. Truman "Bud" Gravelle, formerly of the engineering department, and Don Zellar, son of fireman Al Zellar.

File Clerk Dorothy Ehrlich has been granted a leave of absence and Mary Leith is relieving in the superintendent's office during her absence.

A. M. "Ole" Almklov and Cliff Oeschger have been helping to relieve the manpower shortage during the summer months. In beautifying his home, Ole was trimming trees and fell out of a tree and suffered severe bruises and shock. Cliff turned his attention to farming. While helping his brother, he fell off a hay rack, and as a result is wearing his shoulder in a cast. Cliff lost no time from his duties as storekeeper, but Ole is recuperating at his home.

Joe Trayer and John Walters, both former brakemen on the I&D Division, paid us a visit recently. They have just returned from overseas and are on their way for further reassignment. Joe and John entered the armed forces at the same time and have been together ever since.

Sever Haukedahl, retired passenger conductor, left recently to visit his daughter in Chicago. On entering the train, we noticed Sever was carrying his golf clubs. We are wondering if he has entered the golf tournament in the "Windy City".



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Pick 'em up - and luck galore
Will stay beside you in the shop
And keep your safety right on top.

See some scraps and leave 'em lay
And you may be the one to pay.
Falling into such a trap,
You'll be useless - like the scrap!

— DON MOORE



NATIONAL SAFETY COUNCIL

Sioux City and Western Branch Lines

Fred Costello, Correspondent
Asst. Superintendent's Office
Sioux City, Ia.

John F. O'Brien, who retired on Aug. 19 after 27 years of service with the Milwaukee Road was honored at a party given by employes of the freight office at the Scandinavian Societies club rooms on July 31. Mr. O'Brien, who has had 38 years of experience in the railroad business, entered the employ of the Milwaukee Road in 1918. At the time of his retirement he was tariff clerk at the Sioux City freight office. H. E. Snow, freight agent for the company, was master of ceremonies. At the conclusion of a short talk in which he expressed appreciation of Mr. O'Brien's many years of service to the railroad, Mr. Snow presented a gift. Refreshments were served.

Donald Hakes, age 17, son of Traveling Auditor Ted Hakes of Sioux City, enlisted in the navy on July 13 and was sent to the Great Lakes Naval Training Station for his boot training.

Donald J. Carnice, brakeman, of Sioux Falls, was married on July 21.

Monte Kemp of the company police department, Mason City, helped out as a switchman in Sioux City yard for several days during his vacation. He did pretty well except for his rather unorthodox manner of giving stop signals, which caused the engine crew considerable nervousness. When wanting to stop the engine, Monte would simply draw his revolver, fire three or four shots over the engine and yell, "Stop in the name of the law". Some of the yard enginemen will probably never be the same again.

John Kvidahl of the B & B department was all set to enlist in the army when the war ended. In fact, John had gone so far as to get some of his supplies together. Ask him for the details.

Engineer Ed Mattison, who has been under treatment at Rochester for some time, has again returned to service.

This office certainly has nothing to complain about on co-operation of the Railroad Retirement Board in furnishing help. During a recent shortage of switchmen, and with no applicants in sight, J. Harold Sackett, local manager of the R. R. B.,

came over and worked a few night and Sunday shifts personally in order to keep the cars moving.

Aviation Chief Machinist's Mate Everett Hubbs, while on furlough from the navy recently, worked at his old job of fireman out of Sioux City.

Frank Gallant, veteran conductor, retired from the service on Aug. 31.

Brakeman Roy E. Bruce received a wire from the Navy Department on Aug. 15, stating that his brother had been killed on the "Indianapolis", the last major battleship to be destroyed by the Japs.

1st Lt. Clarence M. Shugart, son of Engineer C. L. Shugart of Sioux City, was recently awarded an Oak Leaf Cluster to the Bronze Star Medal; the following citation accompanied the medal:

"Clarence M. Shugart, first lieutenant (then second lieutenant) 22nd Infantry, for heroic achievement in connection with military operations against an enemy of the United States of America in the vicinity of Hommers, Germany, 11 September, 1944. While the combat team of which he was a member prepared to penetrate the German border, Lieutenant Shugart was assigned to lead a reconnaissance patrol to reconnoiter a crossing of the Oder River. He located a ford in the river and observed detours around enemy road blocks. He also searched out the woods for possible avenues of approach to a German town and interrogated several German civilians. His patrol was probably the first Allied unit to enter Germany. Lieutenant Shugart's aggressive and thorough reconnaissance resulted in acquisition of valuable information which assisted his combat team in making a rapid advance the following day and is in accord with the finest traditions of the military service."

KANSAS CITY DIVISION

K. M. Gohmann, Division Editor
Superintendent's Office
Ottumwa, Iowa

The honeymoon of Operator W. C. Wright and wife included a visit to San Diego, up the coast to Portland and thence to Seattle, where his mother has been living temporarily. He was relieved by Glen Martin during the last three weeks of July. They will reside in Ottumwa, where Operator Wright works the second trick side table job in the office of chief dispatcher.

Lt. James F. Bottenfield was married to Kay Moorehead of Des Moines in that city on Aug. 3, in the First Methodist Church. He is the son of Engineer W. F. Bottenfield of Ottumwa and received his Wings at Douglas, Ariz., in June, 1944. Returned late in July from active combat duty overseas, and following the wedding trip to Chicago, he will report to a station for reassignment.

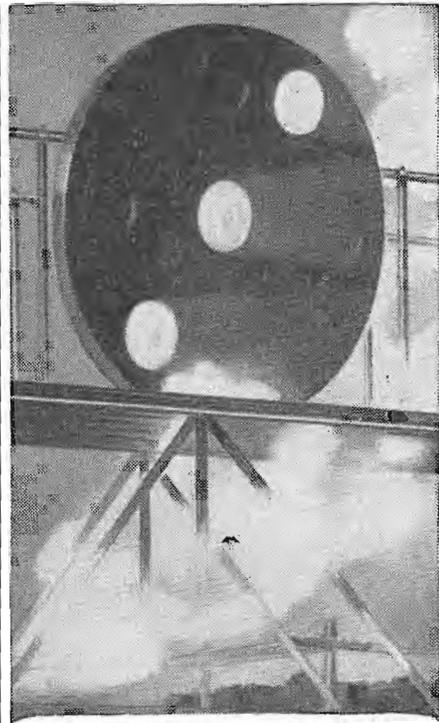
Bill Clerk Margaret Santee bid in the position of stenographer in the office of chief dispatcher, due to the resignation of Marjorie Wendell Mercer, whose husband was discharged from the army in July. After a two-week fishing trip in Minnesota in July they have returned and will soon occupy their own home at 1317 Wapelle Street, Ottumwa.

Yard Clerk Leo Conroy, west yard, is a patient in the government hospital in Des Moines. He is a veteran of World War I and after taking a series of treatments for his eyes in Des Moines will be sent to the Walter Hines hospital in Chicago for an indefinite time.

Effective Aug. 1, E. P. McLarnon is freight service inspector on the K. C. Division, with headquarters in Kansas City.

Construction work has started on the new bridge to span the Race at Sherman Street station, Ottumwa. Bates and Rogers Construction Company of Chicago are doing the base work and it is expected that the track and signal work will probably be done early in 1946.

Since Aug. 15, E. Schoech has been serving as roadmaster with headquarters at Chillicothe, Mo., returning from the Iowa Division, where he served in the same capacity.



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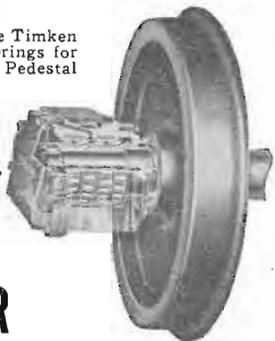
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Effective July 25 Harold K. Hill was made roundhouse foreman at west yard, vice Roy Magnuson, who was promoted to assistant master mechanic on the Terre Haute Division.

News was received by Yard Conductor D. E. Chambers and family that Cpl. Jack Chambers of the marines has departed from Hawaii for Guam. He is in the telephone and communications department and previously spent 25 months in the South Pacific battle area. Guests in the Chambers home are their daughter Susan and her husband, S/Sgt. Robert Hopkins of St. Joseph, Mo., spending 15 days in Ottumwa while on a furlough.

We have notice from Agent S. E. Moore than he has a new granddaughter, Kenna Gene, born on July 8. Her mother is the daughter of Agent Moore, and her father, former extra agent and operator, is now Lt. Kenneth E. Brees, co-pilot on a B-24, and who is flying the hump in India. The son of Agent Moore, who was also extra agent-operator before going into the army, is now Cpl. William E. Moore with the Hq. Btry., 5th FA in the army of occupation in Germany.

Robert W. Fulton, W/O, with the AAC since March, 1942, was discharged from the Fitzsimmons General Hospital, Denver, on Aug. 3 and has returned to Ottumwa; however, he will be unable to resume his duties as a fireman for about one year because of ill health. He and his wife have purchased a new home and several lots on Wildwood Drive and Bob will recuperate while taking care of the lawn, garden, etc.

Chief Water Tender Jesse Williamson, who was in the naval reserve and went back into actual service on Dec. 16, 1940, received his discharge on Apr. 27 in California and returned to Ottumwa recently to arrange to return to his old job as a fireman. His wife will have to remain in Huntington Park, Calif., indefinitely because of ill health. Their only child, Pfc. Donald Williamson, was killed in service in the sinking of a transport ship in the English Channel on Dec. 23, 1944.

Sgt. Donald Bottorff has his discharge from the U. S. General Hospital, Camp Carson, Colo., but will be unable to resume work as a fireman because of ill health. While serving in the army in India the climate did not agree with him and several times he was hospitalized because of his physical condition.

Two section laborers from Williamsburg left on July 25 for military service, Thos. P. Reader going to the army and Keith D. Peterson to the navy.

Abstract Clerk Clyde L. Ward has information that his son, M/Sgt. Arthur Abington, who enlisted in the army four and a half years ago, has arrived in the Philippines; this is his first overseas duty.

Keith Austin Wymore, son of Conductor K. R. Wymore, was commissioned a second lieutenant in the army after graduating from the infantry school at Ft. Benning, Ga.

A medical discharge was given to 2nd

Lt. Virginia Van Camp, a hospital dietitian in the army, stationed at Brooke General Hospital, Ft. Sam Houston, Tex. She has returned to the home of her parents in Ottumwa, Mr. and Mrs. G. L. Tucker.

After receiving his basic training at Ft. Knox, Ky., Pvt. Carl Nevins spent a furlough with his family in Ottumwa in late July. Reported to Ft. Riley, Kan., for assignment to overseas duty at the expiration of his furlough.

Word has been received from Cpl. Quentin M. Haseltine, who is in the South Pacific (where the temperature sometimes soars as high as 140 in the shade) that he is expecting a furlough home in the near future. Since April, 1942, he has been in the army and the last time he was with his parents was July 14, 1942 when they visited him at Cheyenne, Wyo. While Quentin was in New Zealand last February he was served potatoes, the first he had had in over two years; at present he is served nothing but dehydrated food.

Engineer John Mottet now has his second son in service. Raymond left on July 16 to take his boot training at the Great Lakes Naval Training Station, while Pfc. Robert is in the Army Air Corps, stationed at present in Austin, Tex. He has been in the army since November, 1944.

Dispatcher Edw. McGuire has learned that his son, Edward, Jr. has been promoted to sergeant; now he is on Leyte in the Army Medical Corps.

Former Brakeman Richard E. Smith, now private first class, who was in Belgium, now writes that he was one of the crew on the first scheduled passenger train to operate into Germany after peace was declared, which train was known as "The Burpee Bullet," so called for General Burpee, head of all railroad transportation in Europe. His father is Conductor H. B. Smith.

Brakeman Ray Tulliv and wife have been notified that their son, Cpl. Ray M. Tulliv, is missing on his first aerial mission over Japan on July 20. He had gone overseas about five weeks ago, was a radar gunner on a B-29 plane, attached to the 73rd squadron of the 20th Army Air Force.

Newsy letter from Lt. Col. Robert H. Nevins informs us that his assignment in Germany has been completed and he is now in Paris, where they are closing out the largest ordnance depot in Europe. It is expected that it will require until July, 1946 to complete the job. He states the scenery is beautiful but he prefers the Iowa corn-fields. He finds it expensive to enjoy the night life of Paris, as one pays 200 francs (\$4.00) for a glass of wine.

Hotel Clerk: "Why don't you scrape that mud off your shoes before you come in here?"

Backwoodsman: "What shoes?"

"Thank you for the nice present," the little girl wrote to her auntie. "I always wanted a pin cushion, but not very much."



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TERRE HAUTE DIVISION

Faithorn District

Berniece Sparks, Correspondent
Faithorn, Ill.

A few weeks ago, Conductor E. E. Ruckman was host to Pvt. Lloyd Kim of Camp Hood, Tex. Pvt. Kim is from Hawaii, but has been training in the United States for the past six months. Conductor Ruckman's son, Cpl. Earl Ruckman, has been stationed in Hawaii for nearly three years, and through his correspondence, the family got acquainted by letter with Pvt. Kim. On Cpl. Ruckman's arrival in Hawaii, he met Pvt. Kim's brother and wife, and ever since that time their home has been open to Earl and his buddies. When he learned that Pvt. Kim was due for a furlough, he asked him to spend it with his parents in Crete. It seems to me that this is a good example of the "god-neighbor policy."

Now that several improvements have been made at the roundhouse, we will no doubt have to refer to Roundhouse Foreman ("Wink") Buell as "Mr. Buell." Wouldn't be surprised to see him wearing a white shirt to work.

Thanks to the alertness of Special Officer ("Speed") Thunherst, an accident was prevented recently. While inspecting a train, he noticed a bundle of steel plates falling through the floor of a car, and dragging on the rail between the trucks. He reported it immediately and the car was taken out of the train.

The following is a letter received by Mrs. Art Withers, wife of Switchman Withers, concerning their son who is stationed in Germany, and was written by the commanding officer of his company:

"By Regimental General Order as of 8 January 1945, Technician Third Grade Donald A. Withers has been awarded the Medical Badge. This distinction and honor is given only to the front line medics. It is a recognition by the army and the people of our country of the important role being performed by medical personnel under actual combat conditions sharing with the infantry all its hazards and hardships. Because of his work and devotion to duty many American wounded boys are alive today. It is with a profound pride that I congratulate you."

ROCKY MOUNTAIN DIVISION

Nora B. Decco, Correspondent
Operator, Three Forks, Mont.

The war is over . . . what a wonderful thing to hear and to know, and in time to come to realize. . . . Soon the boys will be returning home for good, many sons of our Rocky Mountain employes, and others employes themselves. Dean Pogreba is in China-Burma; Arden Jenkins is in Germany, both Rocky Mountain train and engine service men. Engineer Hansen has a son who will soon return, and Brakeman Hacker has a brother who died in Manila. We rejoice with those whose loved ones come back to them, and grieve with those whose loved ones will not.

To Commander and Mrs. Archie McDonald we extend our most sincere sympathy in the loss of their son, Lt. Archie McDonald, missing in action over India since July 9 while piloting an A-26 bomber. He was born and raised in Three Forks, a graduate of Three Forks High School and was married about one year ago to Miss Dorothy Luther of Trident. Our deepest sympathy to his parents and sister.

One of 59 officers and men decorated at San Diego, according to a newspaper statement dated July 24, was Ens. Ralph N. O'Donnell, son of Engineer and Mrs. Harry O'Donnell of this place. He was awarded the Distinguished Flying Cross. This fine young man was born in Montana and raised in Lewistown. We are proud to tell of this honor that has come to him and his family, as all are well known and

are among the popular Rocky Mountain Division employes.

The Lewis and Clark Trails state meetings ended in Three Forks. If you stood on the sidewalk and wondered who the bent old prospector was, it was retired Engineer A. E. Barnes. The whiskers were grown for the occasion and he was in hiding for weeks while they grew. Also, that stately horseman at the head of the riders was, as I live, no one but former Boardman Matt Voss.

The state papers recently carried a photograph of Miss Betty Bleichner, daughter of Chief Train Dispatcher C. G. Bleichner of Butte, who has again returned to Washington, D. C., where she is reference librarian in the Bureau of the Budget in the capital city. Miss Bleichner is a graduate of Butte high school and of the state university.

Russell Austin, son of Section Foreman and Mrs. Austin of Sixteen, in the canyon, has returned to his ship after 25 days furlough with home folks. Russell will soon be home for good, we all hope, after several years with the navy in the South Pacific. Frank Austin, his father, has been assigned to the Three Forks section.

Train Dispatcher Beck of Butte is the very proud father of a son born in July. Congratulations!

Earnest Robinson of Belgrade died on July 25 in Butte where he had been ill in a hospital for some time. Mr. Robinson was one of the oldest employes of the Rocky Mountain Division and had worked on the main line for many years, at Sinclair and Sappington towers in the days when towers were there, at Butte yard and later as agent at Belgrade. He was well liked by every one and is survived by a daughter in Livingston; another in Missoula, one son and a brother who is agent at Agawam on the Northern Montana Division. There are several other brothers and sisters in the East.

TRANS-MISSOURI DIVISION

West End

Pearl Huff, Correspondent
Miles City, Mont.

"I told my commanding officers you could take it, Mom," said Capt. Walter H. Martin when he called his mother, Mrs. Walter Martin of Miles City, long distance from New York City recently. His commanding officer had warned the flyers to be cautious and not give their mothers too much of a surprise, as some of the boys had called their mothers and it had proved to be too great a shock. "Hello, Mom, thank God I'm back in the USA," were Captain Martin's words that came over the wire to his mother. He had been flying with the Army Air Corps on the Continent and from England for the past three years without a furlough home. He has been in the service five years, and hopes to be home soon for a furlough. He is the son of Walter H. Martin, retired pumper.

Bernard Schaut, radio operator 1/c, wrote two letters on Mar. 1, 1943, one to his parents, Mr. and Mrs. Alphonse Schaut, and another to his sister, Josephine, all of Miles City, Mont. The two letters have just arrived after two years and nearly four months in transit. The air mail envelopes in both cases showed signs of having been water soaked and exposed to the weather. A note from the Postoffice department with the letters explained the circumstances as follows: "This letter is one of approximately 4000 recovered July 4, 1945 from a plane which was wrecked Mar. 11, 1943, at an elevation of 6000 feet about half way between Mt. Martin Volcano and Becharof Lake in the Aleutian chain of the Alaska Peninsula, territory of Alaska. Thus the delay in delivery." Bernard's father is an employe in the Miles City powerhouse.

Pfc. Thos. T. Wolf, son of Conductor and Mrs. Theo. C. Wolf of Miles City, Mont., has begun training as an aviation engineer in the Air Forces at Geiger Field, Spokane.



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The school mistress was giving her class of young pupils a test on a recent natural history lesson.

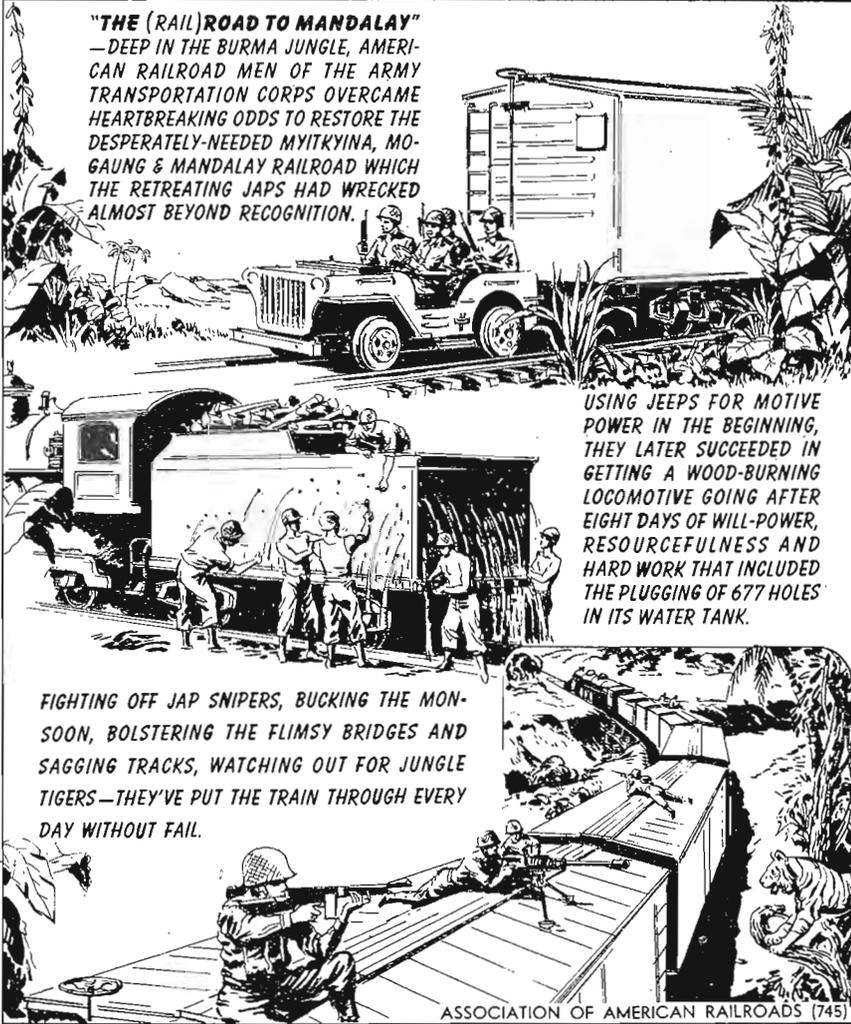
"Now, Bobby Jones," she cried, "tell me where the elephant is found."

The boy hesitated for a moment; then his face lit up.

"The elephant," he said, "is such a large animal that it is scarcely ever lost."

Rail oddities

"THE (RAIL)ROAD TO MANDALAY"
—DEEP IN THE BURMA JUNGLE, AMERICAN RAILROAD MEN OF THE ARMY TRANSPORTATION CORPS OVERCAME HEARTBREAKING ODDS TO RESTORE THE DESPERATELY-NEEDED MYITKYINA, MOGAUNG & MANDALAY RAILROAD WHICH THE RETREATING JAPS HAD WRECKED ALMOST BEYOND RECOGNITION.



USING JEEPS FOR MOTIVE POWER IN THE BEGINNING, THEY LATER SUCCEEDED IN GETTING A WOOD-BURNING LOCOMOTIVE GOING AFTER EIGHT DAYS OF WILL-POWER, RESOURCEFULNESS AND HARD WORK THAT INCLUDED THE PLUGGING OF 677 HOLES IN ITS WATER TANK.

FIGHTING OFF JAP SNIPERS, BUCKING THE MONSOON, BOLSTERING THE FLIMSY BRIDGES AND SAGGING TRACKS, WATCHING OUT FOR JUNGLE TIGERS—THEY'VE PUT THE TRAIN THROUGH EVERY DAY WITHOUT FAIL.

ASSOCIATION OF AMERICAN RAILROADS (745)

Some of the subjects taught by the AAF aviation engineer school are repair and operations of automotive equipment such as tractors, graders, etc., used in airport construction; draftsmanship; camouflage technique; carpentry; operation of highway construction equipment used in the building of airport landing strips; surveying; and knowledge of the operation of weapons.

William O. Riley, carman at Miles City, where he had worked since Aug. 28, 1924, passed away July 12, following a brief illness.

Sgt. John McElroy, former switchman on the TM Division, and William Virag, former fireman at Miles City, recently arrived home on a furlough. They have been in Persia with Transportation Corps of the army, and though located in different parts of the country during most of the time, they often met and had the opportunity to talk over Miles City. Sgt. McElroy, who had been in Persia for three years, made the trip by plane until it was grounded in Newfoundland. Came through North Africa, Italy, Tripoli, to Santa Maria in the Azores, and then made a forced landing in Newfoundland, and from Presque Isle, Me., he made the trip home by train. Pvt. Virag made the trip home by boat, the last lap of his journey around the world. Both servicemen were glad to be back.

Theo. Nelson, has returned to work at Miles City shops to complete his apprenticeship as a machinist, after serving over three years in the South Pacific.

East End

Dora H. Anderson, Correspondent
Care of Agent
Mobridge, S. D.

Agent Claude M. Brown of Miles City has been transferred to Great Falls, Mont., and Holsey C. Johnson, formerly chief clerk in the freight office at Butte, has been promoted to agent at Miles City. Mr. Johnson began his railroad career at Hettinger, N. D., going from there to Great Falls as rate clerk in 1929, to Butte in 1930 as cashier, to Seattle in 1931 as rate clerk, back to Butte in 1933 as chief clerk, which position he has held since. We are glad to welcome the Johnsons to our division and wish them luck in their new home.

Congratulations to Miss Frances Fraher, daughter of Conductor and Mrs. Ralph Fraher, on her marriage to William Grainger on July 26. Mr. Grainger, who served three years in the South Pacific, received an honorable discharge from the army on his return from the Philippines. They left for Newark, N. J., his former home, where they expect to live.

Mrs. John Lohr, daughter of Conductor and Mrs. L. W. Scheifelbein, who has been living at Washington, D. C., spent a few weeks here. They are now located in Chicago, where her husband, John Lohr, seaman 3/c, is in radar work.

Miss Barbara Caldwell, a nurse at the Hines Veterans Hospital at Chicago, spent her vacation here with her parents, Mr. and

Mrs. J. L. Caldwell. Mr. Caldwell, who is our former yardmaster, is now working in the yard office.

Agent and Mrs. F. C. Williams are enjoying a visit from their son-in-law and daughter, Mr. and Mrs. J. R. Anderson of New York City. Frances Williams, as we know her, sings over the radio in New York and we always look forward to her coming, as she so generously shares her talents with us, much to the enjoyment of all her friends and admirers.

Conductor and Mrs. Paul Nylen have as their guests Mrs. Nylen's sister and husband, Mr. and Mrs. J. R. Ylitalo and young son John of New York City. Mrs. Ylitalo is the former Jean Sarchet of Mobridge.

Car Clerk George Hilton and Mrs. Hilton, dispatcher's clerk, spent their vacation at Santa Ana and Los Angeles. They were accompanied by their little daughter, Carol Ann, and by George's mother, Mrs. Joe Hilton of Rapid City, S. D.

Engineer and Mrs. Leo Middleton spent a few days in Chicago visiting relatives and friends.

Our canteen committee, under the efficient leadership of Mrs. George Gallagher and Mrs. Henry Erickson, is working overtime these days, serving from 200 to 300 of our boys every day as they pass through on the Olympians.

Martin Hettle, water service foreman, is taking an enforced vacation due to illness. During his absence his position is being filled by Nick Zeimet, of Melstone, Mont.

Assistant Trainmaster Leonard Clark, wife and daughter Nancy Gay drove to Los Angeles to visit their son and brother, Laddie Clark, who is back on furlough from the South Pacific. They were accompanied by Mr. and Mrs. Howard Ellison and Mrs. Ellison's mother, Mrs. Neussle.

Mrs. Delores Mills, clerk in the roadmaster's office, is back on the job again after spending several weeks with her husband in Florida, where he is stationed. Mrs. Myron Olson assisted in the roadmaster's office during her absence.

Olaf Grothe, B&B foreman at Mobridge, died July 17 of a lingering illness. He was born in Norway on Mar. 8, 1895 and came to the United States in 1911, moving to Montevideo, where he continued to reside. He is survived by his wife; a daughter, Mrs. D. L. Simon; and one son, Hjalmer, who is in the navy, as well as two grandchildren and three sisters, one of whom still lives in Norway.

The man who hasn't time to read hasn't time to succeed.

Before marriage she knows all the answers; afterward, she knows all the questions.

John and George, small sons of a Baptist minister, after listening to one of their father's sermons, decided that they must baptize their family of cats. The kittens made no objections. One by one, they were put in a big tub of water. But when it came to the mother cat, she rebelled—and fought—and scratched—until at last John remarked, "Just sprinkle her, George, and let her go to hell!"

Drawing a deep breath, the sergeant faced the particularly awkward recruit.

"Look here!" he barked. "I don't mind when you turn to the right when I say left; I don't mind you turning up on parade with your tunic unbuttoned; I don't even mind when you drop your rifle, but—"

He glared in silence at the shivering culprit before he added: "But, for the love of Mike, will you stop saying, 'Sorry, my dear?'"

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LOOKING UP THE TRACKS



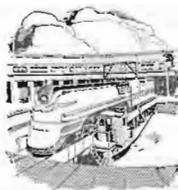
To Demobilization To you returning Veterans we feel the same urgent responsibility for getting you Home as we did for getting you to the Front. There are inspiration and satisfaction in the happy ending of a job that only yesterday had nothing but the grimmest aspects. Count on us to keep the supply lines open and to serve you faithfully.



To Reconversion To Industry we say it is our purpose to gear our operations with yours, in order to smooth and shorten the route to Reconversion and Peacetime Commerce. We will provide the type of transportation required by manufacturers for the prompt delivery of needed raw material and for the economic distribution of finished goods.



To Modernization To Travelers, as soon as demobilization permits, we pledge a full and quick transition of passenger service—tuned to the times and to the traditions of The Milwaukee Road . . . To old friends, who at times relinquished their privilege to travel in their accustomed style, we convey our gratitude for their patience and understanding . . . Good days of comfort and hospitality for all Milwaukee Road patrons are ahead.



The Milwaukee Road looks forward to being unceasingly busy in performing these jobs. A long-term program of development and modernization of plant and facilities is being carried forward. Later plans, now in the making, will be progressively unfolded.

Look up the track! The signals say "All clear!" Let's go!

THE MILWAUKEE ROAD

The Milwaukee Magazine